

Reimagine 9th Street Corridor Plan Louisville, KY

9th Street Today

Reimagining the Street: 3 Options

Preferred Option: The Russell Trail

Piloting Change



Prepared by Gehl
April 2018

Gehl

Site Area

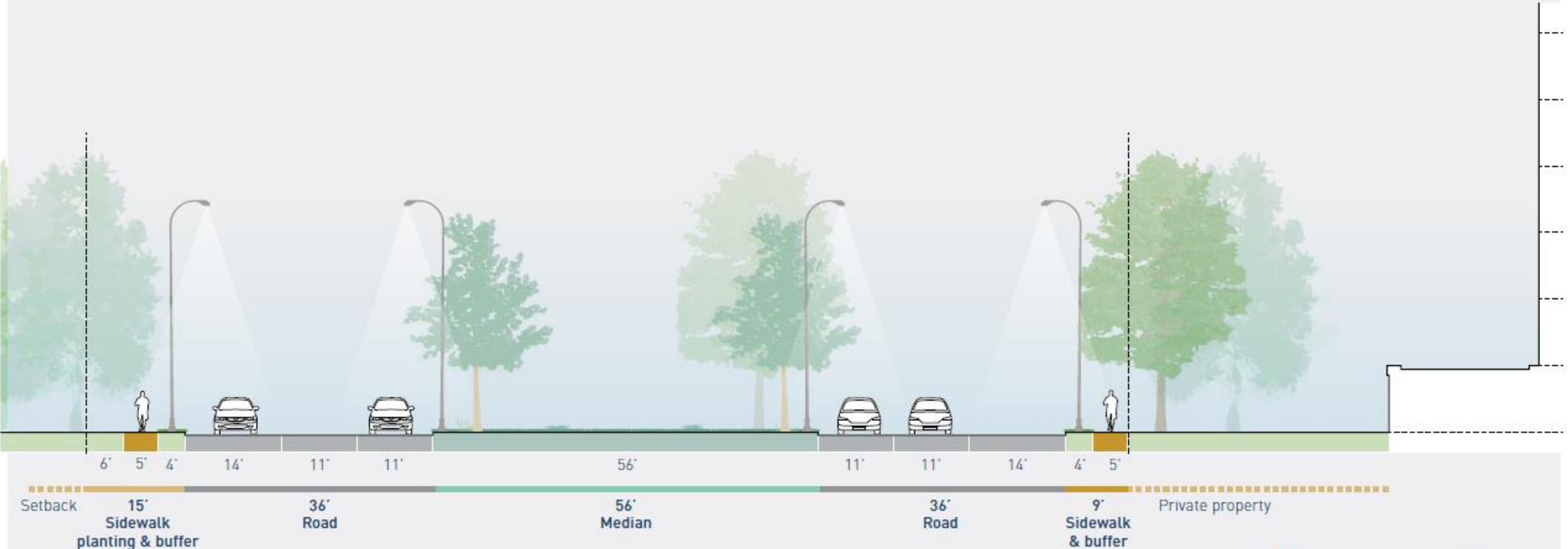
While amenities are relatively few along the corridor today, change is coming to 9th Street with new residential, enhanced transit, and park and open space in development. As energy builds to re-imagine 9th Street, it is crucial to understand how the corridor is used today and where it wants to go tomorrow.

* I-64 Highway Interchange outside of focus. Changes will be required on the northern leg of the Jefferson intersection depending on selected scheme.



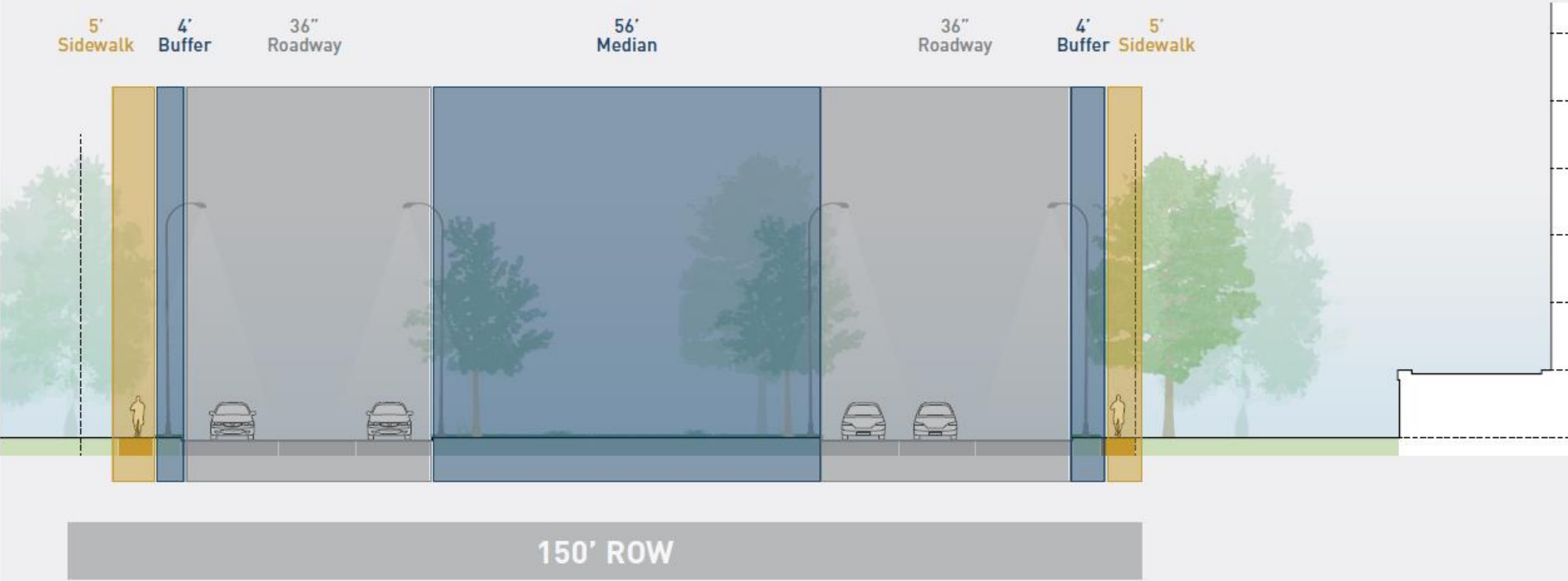
EXISTING

Typical Street Section
(Viewing North, between
Muhammad Ali & Liberty)



EXISTING

Typical Street Section
(Viewing North, between
Muhammad Ali & Liberty)

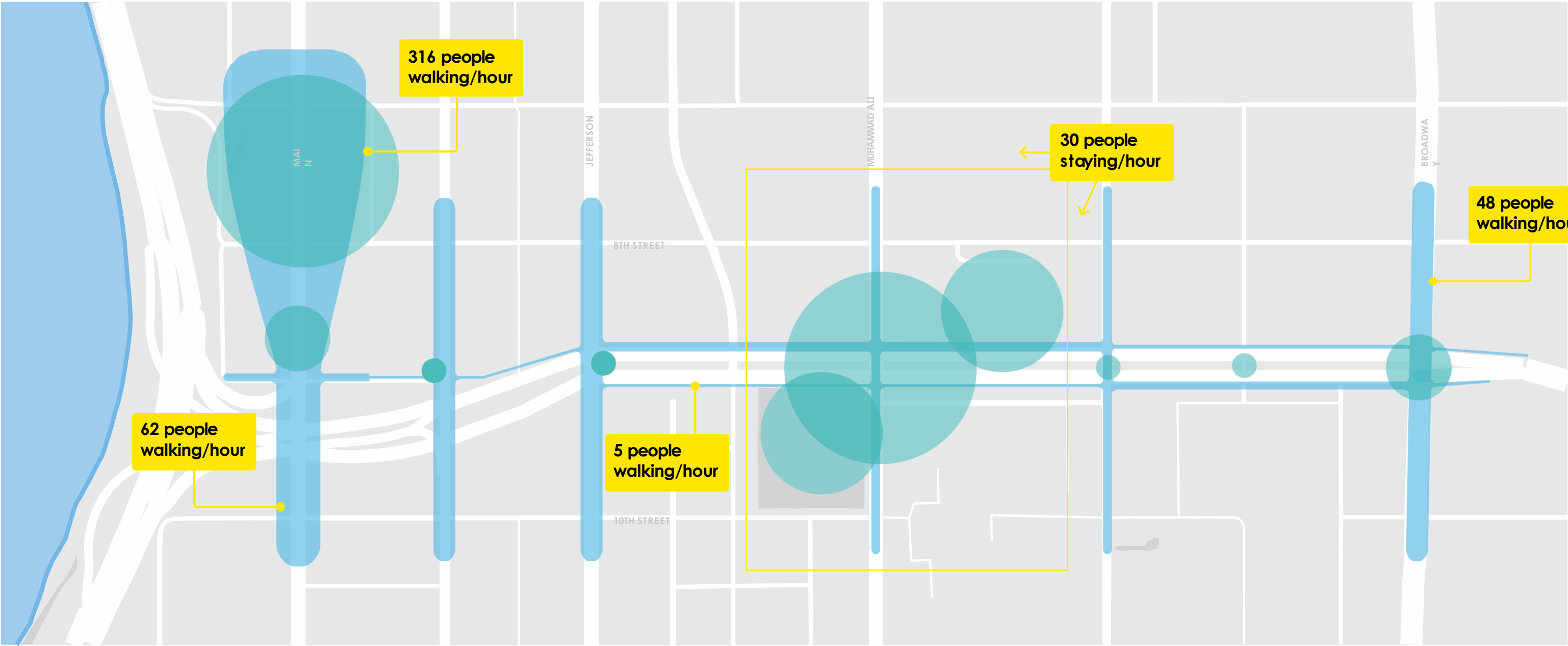
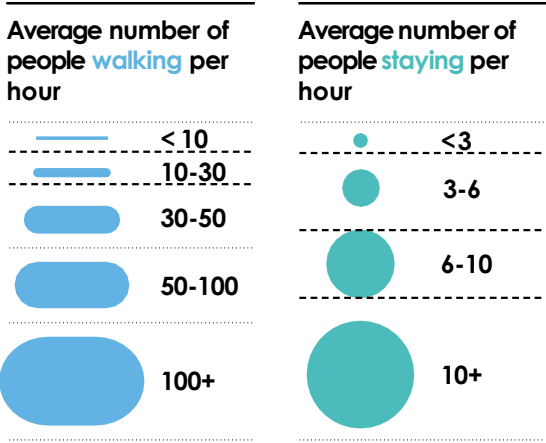


Public Space, Public Life

Pulse on the Ground Today

PUBLIC LIFE MAP

In April—with help of 40 volunteers—we mapped and surveyed 9th Street between Broadway and Main for a full Thursday and Saturday. This infographic illustrates the flow of pedestrian activity.



9TH STREET TODAY

The sheer width of the street, several lanes of traffic, and the berm obstructing the view in some places — all contribute to the distinct separation between sidewalks. This also explains the varying pedestrian counts on either sidewalk, despite their parallel orientation one another (see overview map in appendix).

Hello! Is there
someone over there?

Up to
175ft
Across

That's 2 basketball courts!

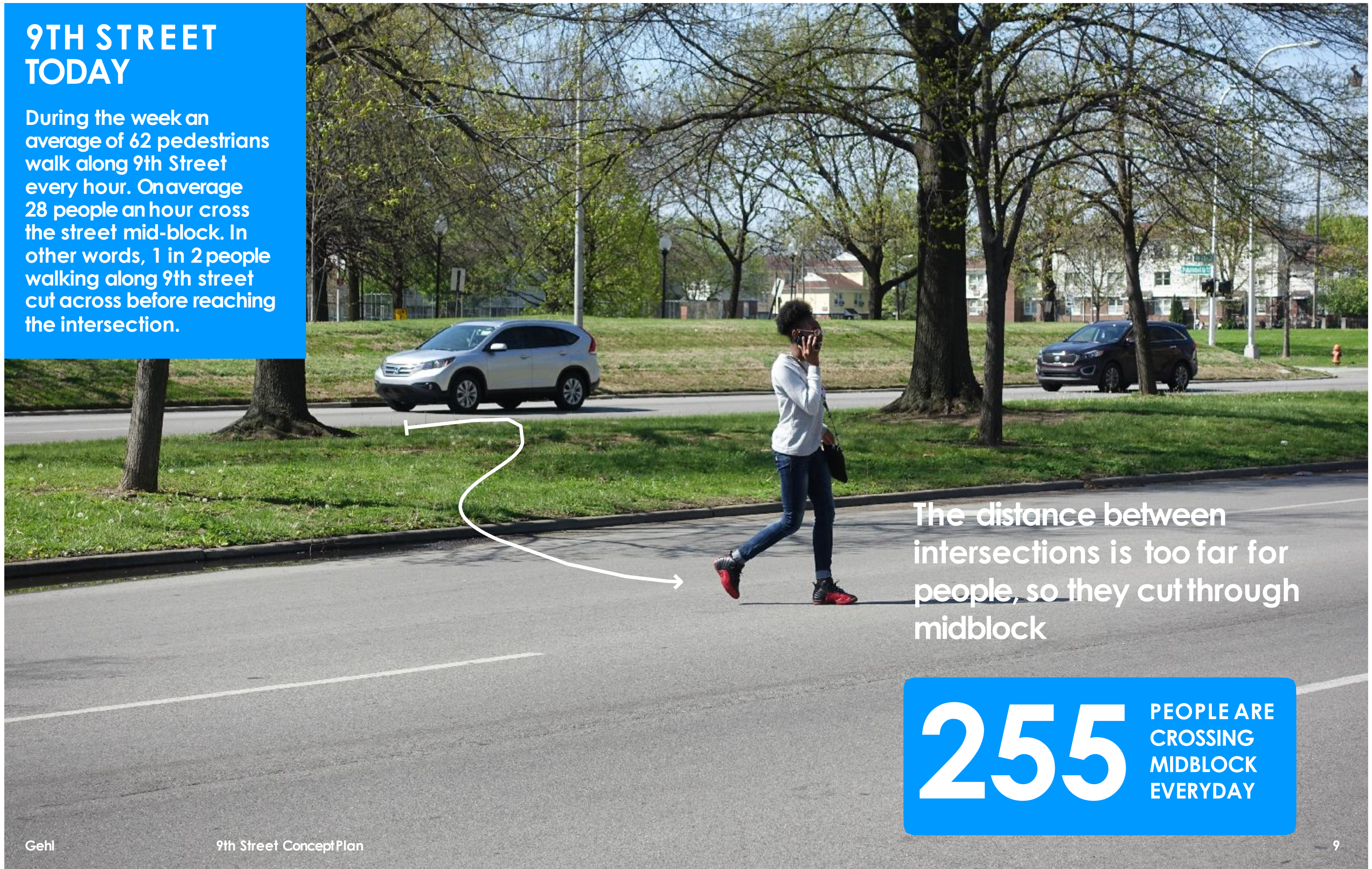
Wide right of way!

9TH STREET TODAY



9TH STREET TODAY

During the week an average of 62 pedestrians walk along 9th Street every hour. On average 28 people an hour cross the street mid-block. In other words, 1 in 2 people walking along 9th street cut across before reaching the intersection.

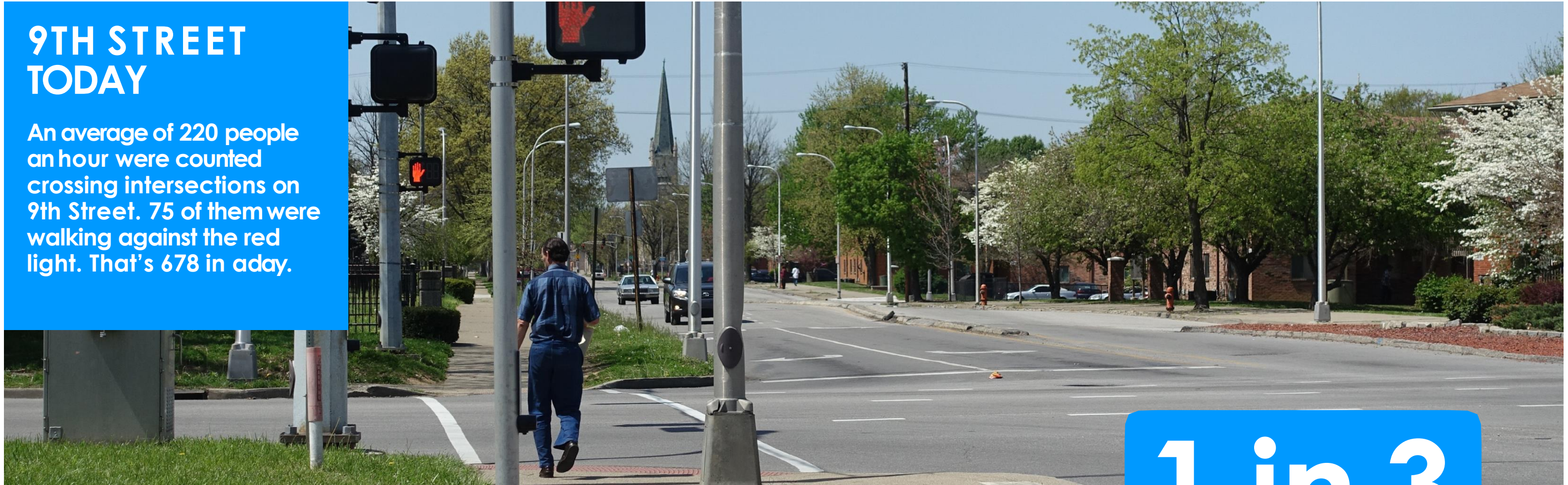


The distance between intersections is too far for people, so they cut through midblock

255 PEOPLE ARE
CROSSING
MIDBLOCK
EVERYDAY

9TH STREET TODAY

An average of 220 people
an hour were counted
crossing intersections on
9th Street. 75 of them were
walking against the red
light. That's 678 in a day.



1 in 3

PEOPLE CROSSING
INTERSECTIONS
JAYWALK

● Ready
● Set
● → Go!

AND WITH ONLY 20
SECONDS BEFORE THE
SIGNAL CHANGES,
SOMETIMES YOU HAVE NO
CHOICE!



9TH STREET TODAY

The median has nice trees and a welcoming canopy, but there are no invitations to stay.

Nice trees, but
where do I stay?

How do I get here?

9TH STREET TODAY

Beecher Playground is consistently busy throughout the week, with around 10 people hanging out in the park at any given time. In the evening, the number of people spikes. At 6pm, over 100 people were recorded hanging out in the playground, 80 of which were children playing. On Saturday an average of 50 people spend time here between noon and 7pm.



Nodes of activity off 9th Street, around Muhammad Ali and Main Street

80

PEOPLE PLAYING
SPORTS ON A
THURSDAY NIGHT
IN BEECHER
PLAYGROUND



And families
and kids
bring these
spaces to life

1/2

OF ALL PEOPLE
SURVEYED HANGING
OUT WERE KIDS,
14 YEARS AND
YOUNGER

9TH STREET TODAY

The intersections at Broadway (18 cyclists), Muhammad Ali (10 cyclists), and Main St (22 cyclists) were the busiest for cyclists crossing 9th St, while the block between Chestnut and Muhammad Ali (18) was the busiest for cyclists moving along 9th Street.

I guess I'll stick to the sidewalk

100

CYCLISTS WERE
SURVEYED ON
9TH STREET
THROUGHOUT
THE DAY

9TH STREET TODAY

More than 80% of the edges people walk along are inactive, and only few locations have public seating available. These are located at either end of the street, on Main Street and Broadway.

83%
OF EDGES ARE
INACTIVE

Narrow
Sidewalk

No safe way
to cycle

Little protection from
micro-climates like
sun and rain

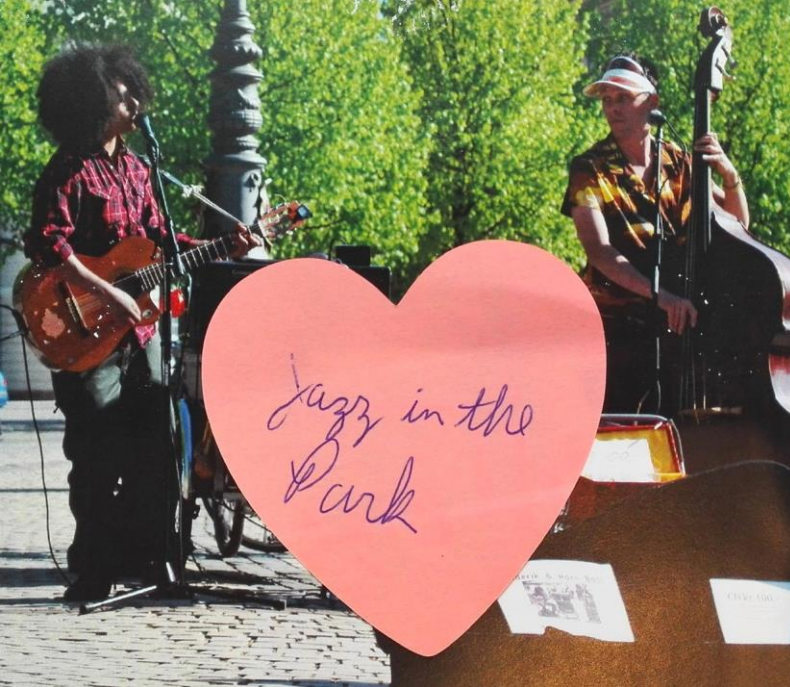
9TH STREET TODAY

I found a
shady spot!

Over 200
responses!

Shared Qualities

We asked what urban qualities residents, workers, commuters and visitors of the area value and envision for 9th street. Distilled from over 200 public responses, key spatial qualities and shared values rose to the top



Jazz in the Park



Shade - trees
provide a soft
edge to canopy



ACTIVE
FUN for
ACTIVE
KIDS



I love that
there are no
mobile devices
in this
picture



Unexpected
Inspiration



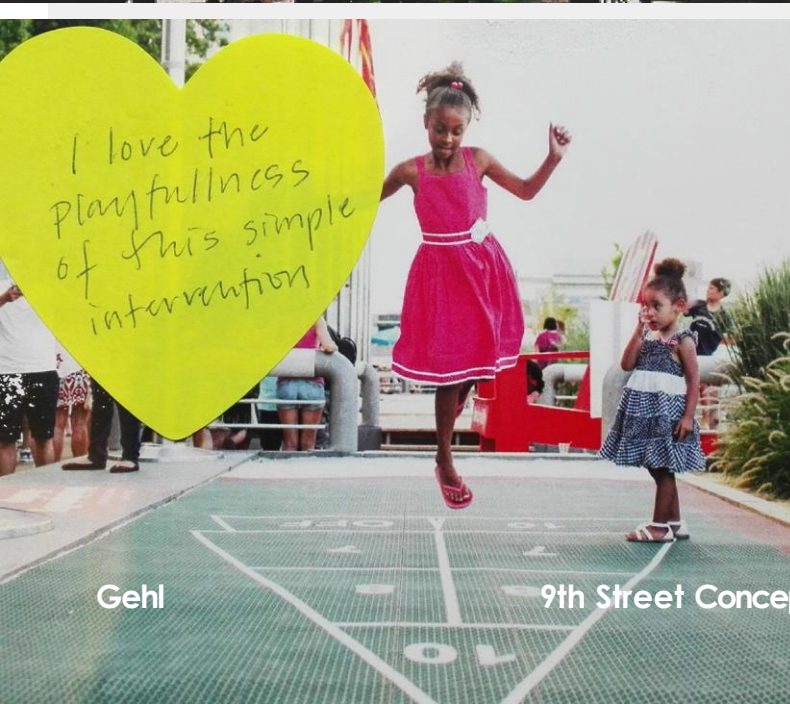
Public Spaces
to enjoy



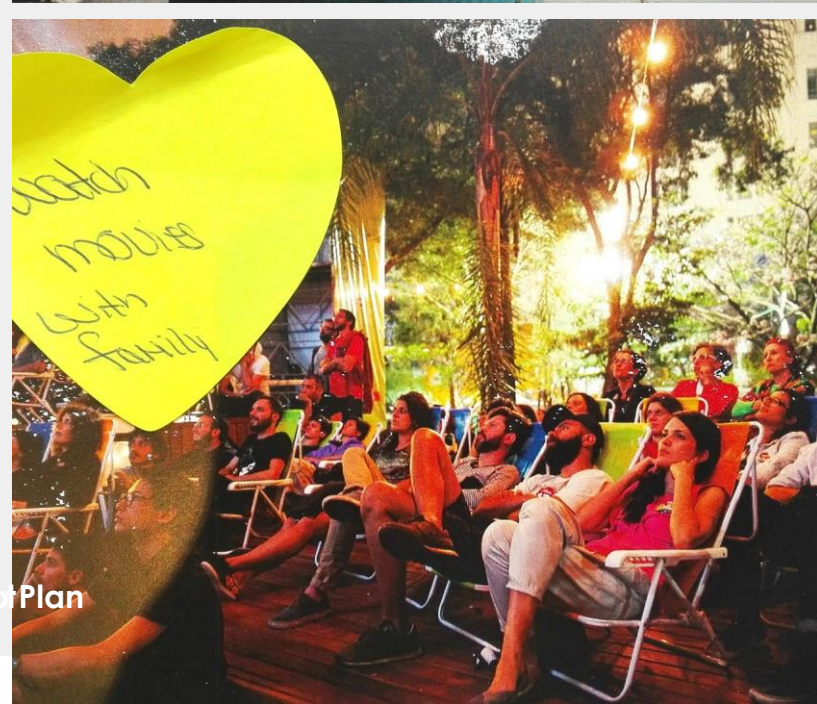
OPEN
CONTEMPLATIVE
SPACE



Multi-use
multi-modal
blocks pedestrian space
from cars



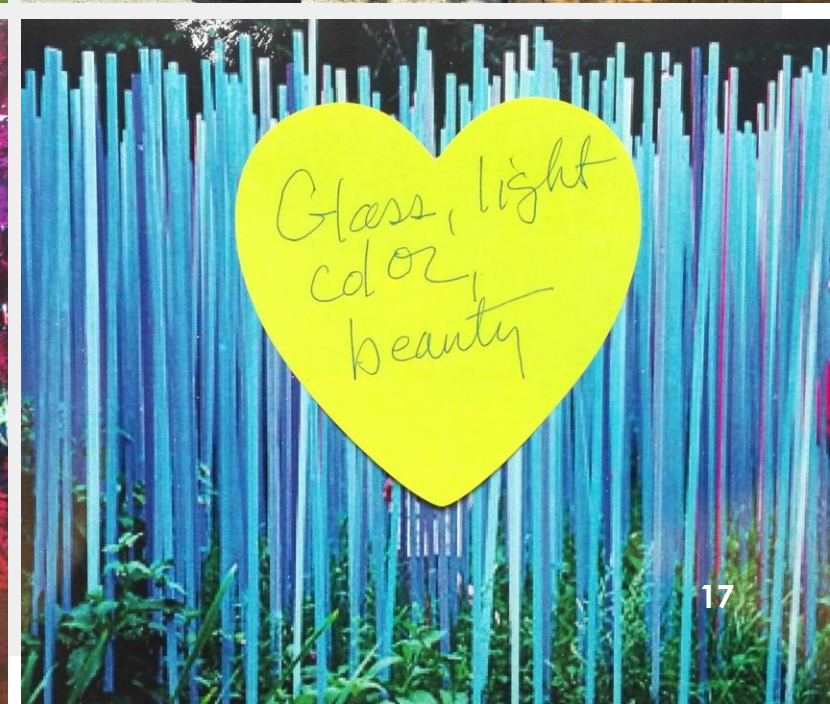
I love the
playfulness
of this simple
intervention



Watch
movies
with
family



Good place
to hangout
with family



Glass, light
color,
beauty

SHARED URBAN QUALITIES

1 Neighborhood & Family Friendly Amenities

- Fun and unique children's playspaces
- Watch movies with family
- Places for teenagers to hang out and be active

2 Places to Relax & Spend time

- Greenery and flowers! Need more colors in the green spaces!
- Places to sit, lounge, and people watch
- Yes to neat chairs!

3 Bold, Creative & Unexpected Experiences

- Engaging water activities for all ages
- Public art that's engaging after dark
- Plaza with whimsical unique elements

4 Open Play & Recreation Areas

- Diversify the sports facilities that are offered. Something other than basketball
- Engaging programs and events
- Dusk/nighttime placemaking (interesting engaging lighting)

5 Safe, People-First Infrastructure

- Provide safe crossing for children who have to cross when trying to catch the bus!
- Safe seating and shelter areas for JCPS bus stops.
- The space needs to be activated at night. It needs to be well lit and feel safe

1 Neighborhood & Family Friendly Amenities

Fun and unique children's playspaces

Watch movies with family

Places for teenagers to hang out and be active



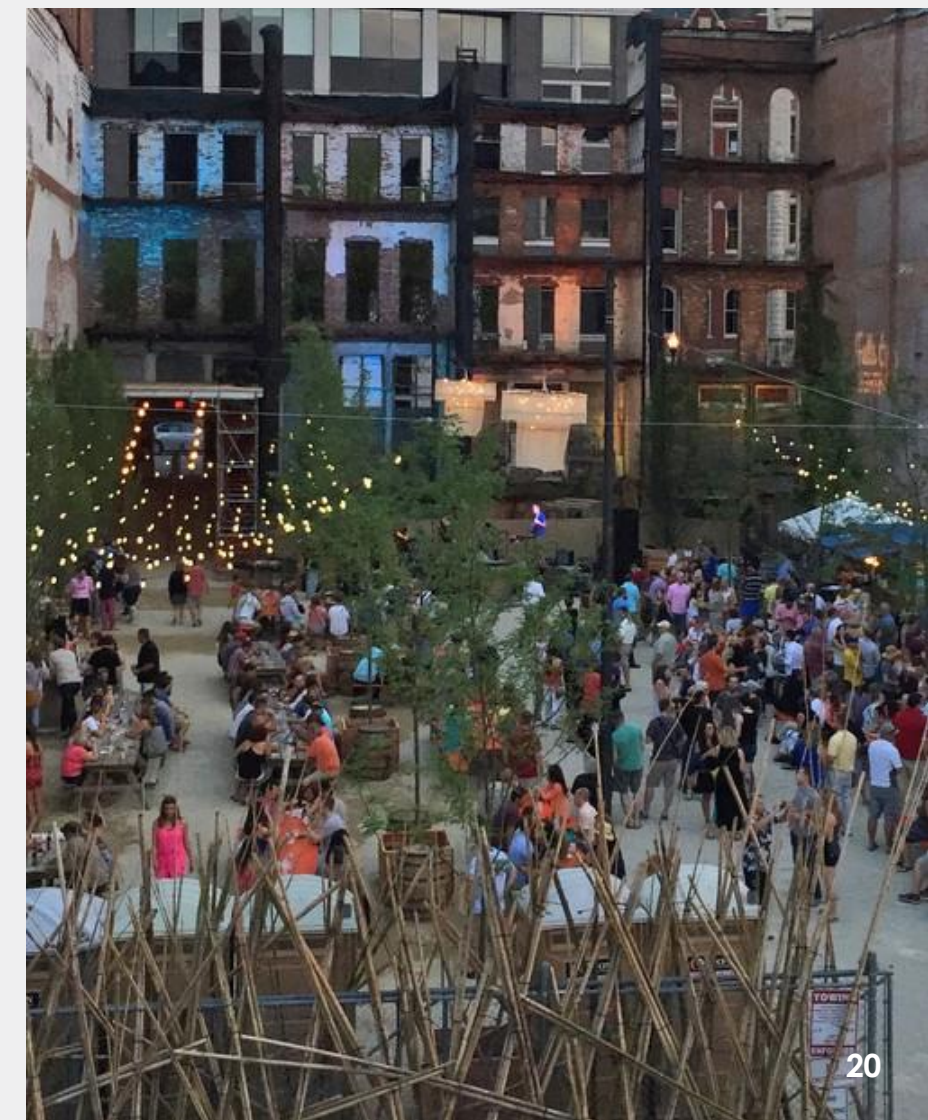
2

Places to Relax & Spend Time

Greenery and flowers! Need more colors in the green spaces!

Places to sit, lounge, and people watch

Yes to neat chairs!



3

Bold, Unexpected & Layered Experiences

*Engaging water
activities for all ages*

*Public art that's
engaging after dark*

*Plaza with whimsical
unique elements*



4 Open Play & Recreation Areas

Diversify the sports facilities that are offered. Something other than basketball

Engaging programs and events

Dusk/nighttime placemaking (interesting engaging lighting)



5 Safe, People-First Infrastructure

Provide safe crossing for children who have to cross when trying to catch the bus!

Safe seating and shelter areas for JCPS bus stops.

The space needs to be activated at night. It needs to be well lit and feel safe



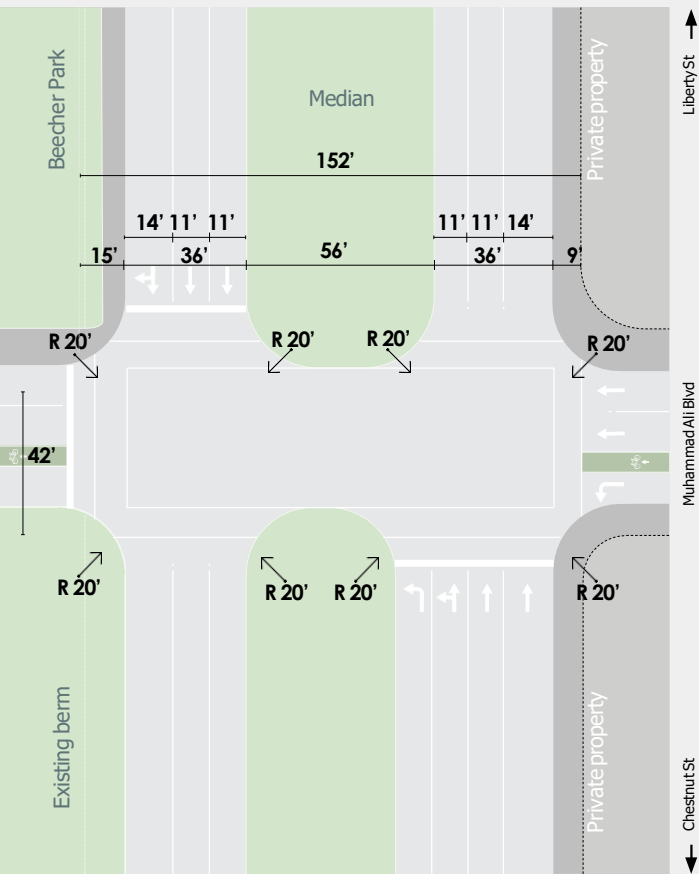
Less “Sting like a bee”

Less “Sting like a bee”
More “Float like a butterfly”

OPTIONS

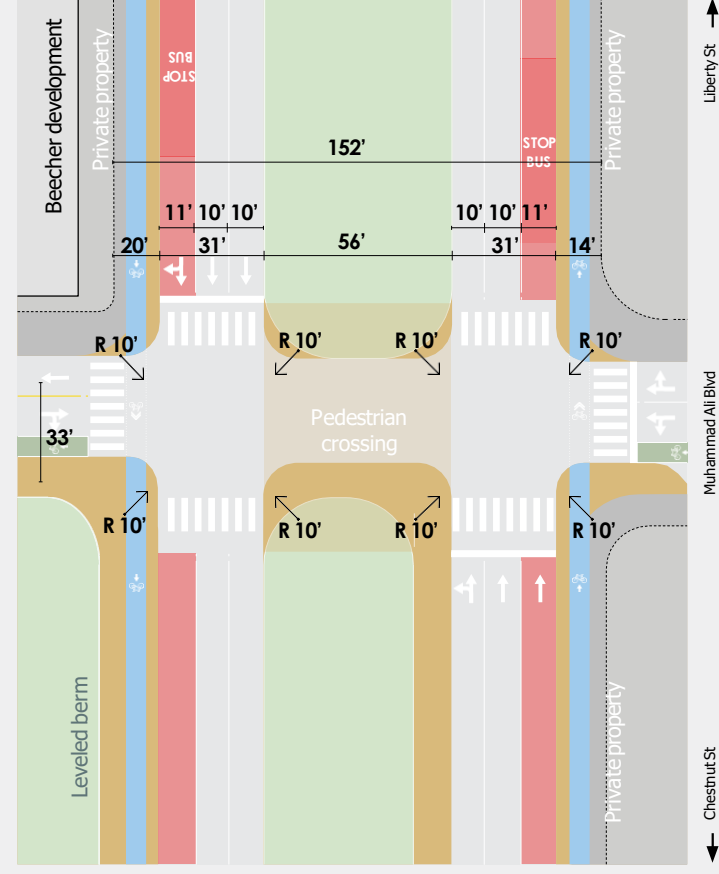
0 Existing Conditions

- Wide lane width (11'-14')
- Inconsistent and unclear pedestrian crossings / markings
- Short pedestrian crossing signal (20 seconds)
- Narrow sidewalks
- Few places to sit and stay comfortably



1 Urban Boulevard

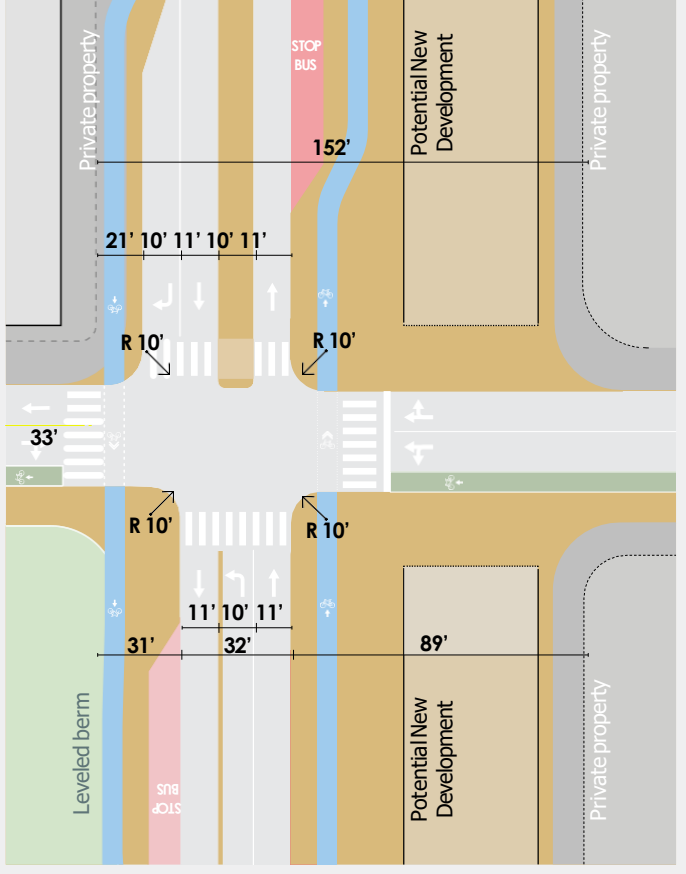
- Reduced lane width (10'-11')
- Reduced turning radius (10')
- Separated bike lanes
- Expanded median
- Programmed multi-use trail down the median
- Improved pedestrian crossings
- Improved sidewalk greenery and canopy



Prototypical Plan / Intersection Overview

2 Urban Street

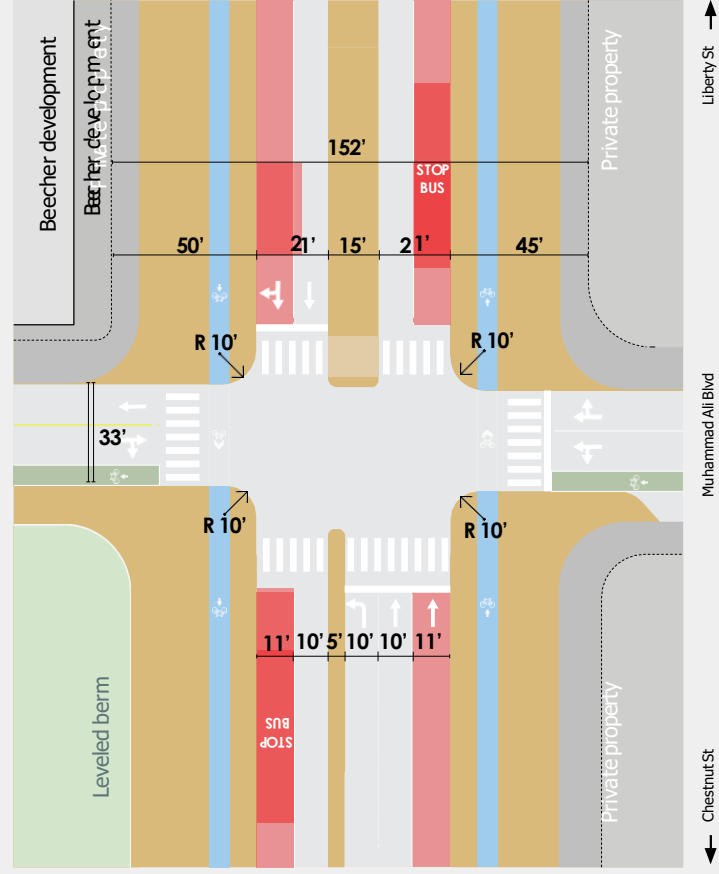
- Reduced Roadway
- Reduced lane width to (10'—11')
- Reduced turning radius (10')
- Increased potential development area
- Separated bike lanes
- Improved buffer and bus stop amenities
- Improved pedestrian crossings
- Wider sidewalk space
- Improved sidewalk greenery and canopy



Prototypical Plan / Intersection Overview

3 Urban Parkway

- Reduced Roadway
- Reduced lane width (10'—11')
- Reduced turning radius to (10')
- Separated bike lanes
- Improved buffer and bus stop amenities
- Improved pedestrian crossings
- Wider sidewalk space
- Improved sidewalk greenery and canopy



Prototypical Plan / Intersection Overview

COLORKEY

New pedestrian space	New Bike lane
Existing Sidewalk	Existing Bike lane
Car Lane	Bus/Car lane
Existing sidewalk limit	Proposed Bus Stop

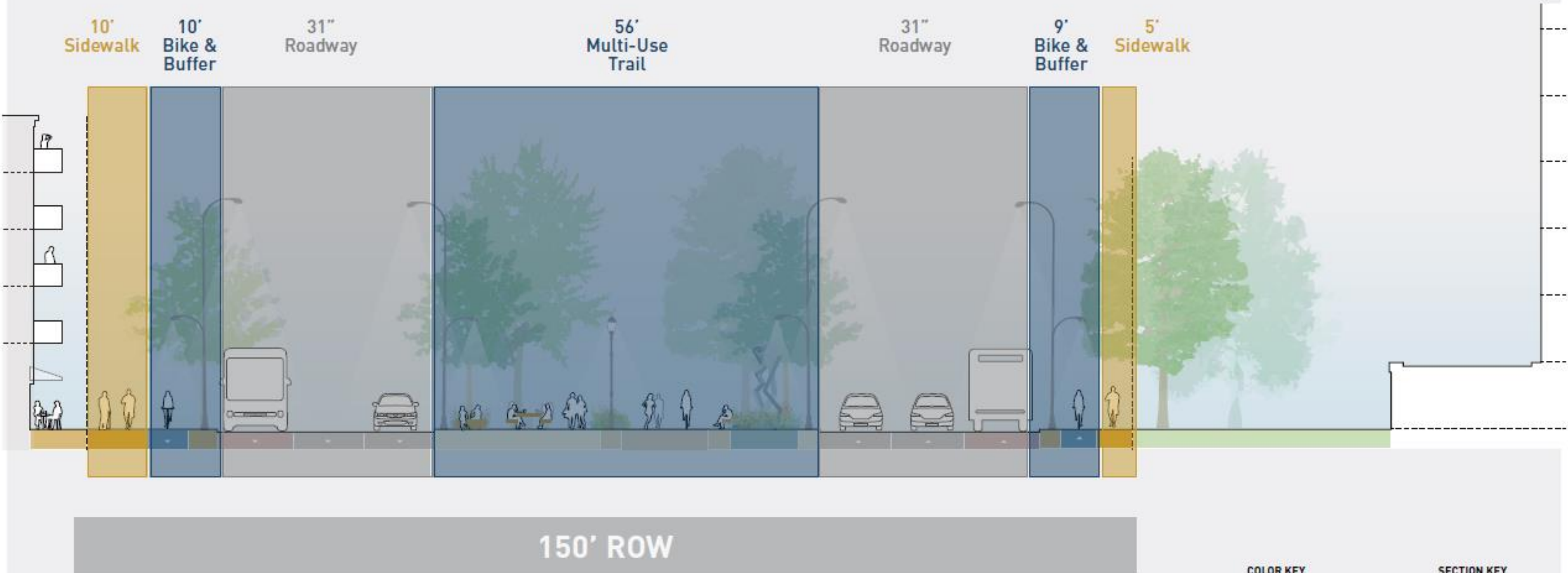
Urban Boulevard

An option maximizing the existing layout, leveraging the median as the gathering place.

1

URBAN BOULEVARD

Typical Street Section
(Viewing North, between Muhammad Ali and Liberty)



COLOR KEY

- Sidewalk
- Furnishing Zone
- Programmable space
- The Russell Trail
- Bike Lane
- Planting / Bioswale
- Car Lane
- BRT / Car Lane

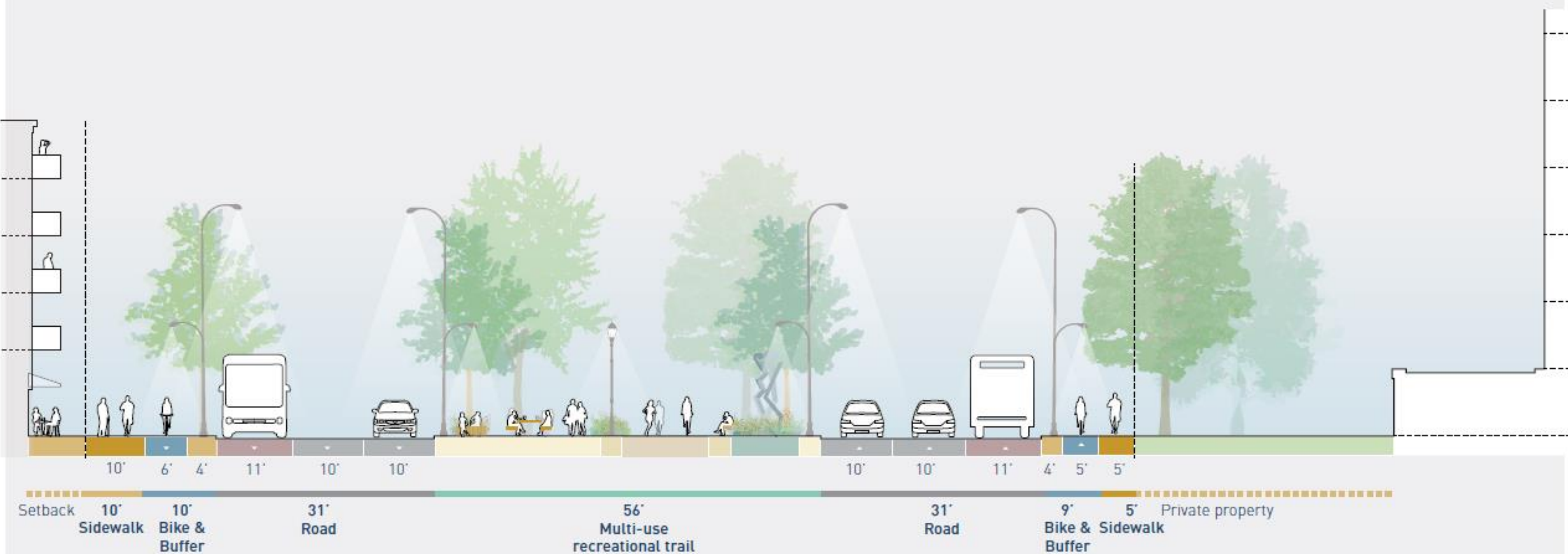
SECTION KEY



1

URBAN BOULEVARD

Typical Street Section
(Viewing North, between Muhammad Ali and Liberty)



Setback 10' Sidewalk 10' Bike & Buffer 31' Road 56' Multi-use recreational trail 31' Road 9' Bike & Buffer 5' Private property

COLOR KEY

- Sidewalk
- Furnishing Zone
- Programmable space
- The Russell Trail
- Bike Lane
- Planting / Bioswale
- Car Lane
- BRT / Car Lane

SECTION KEY

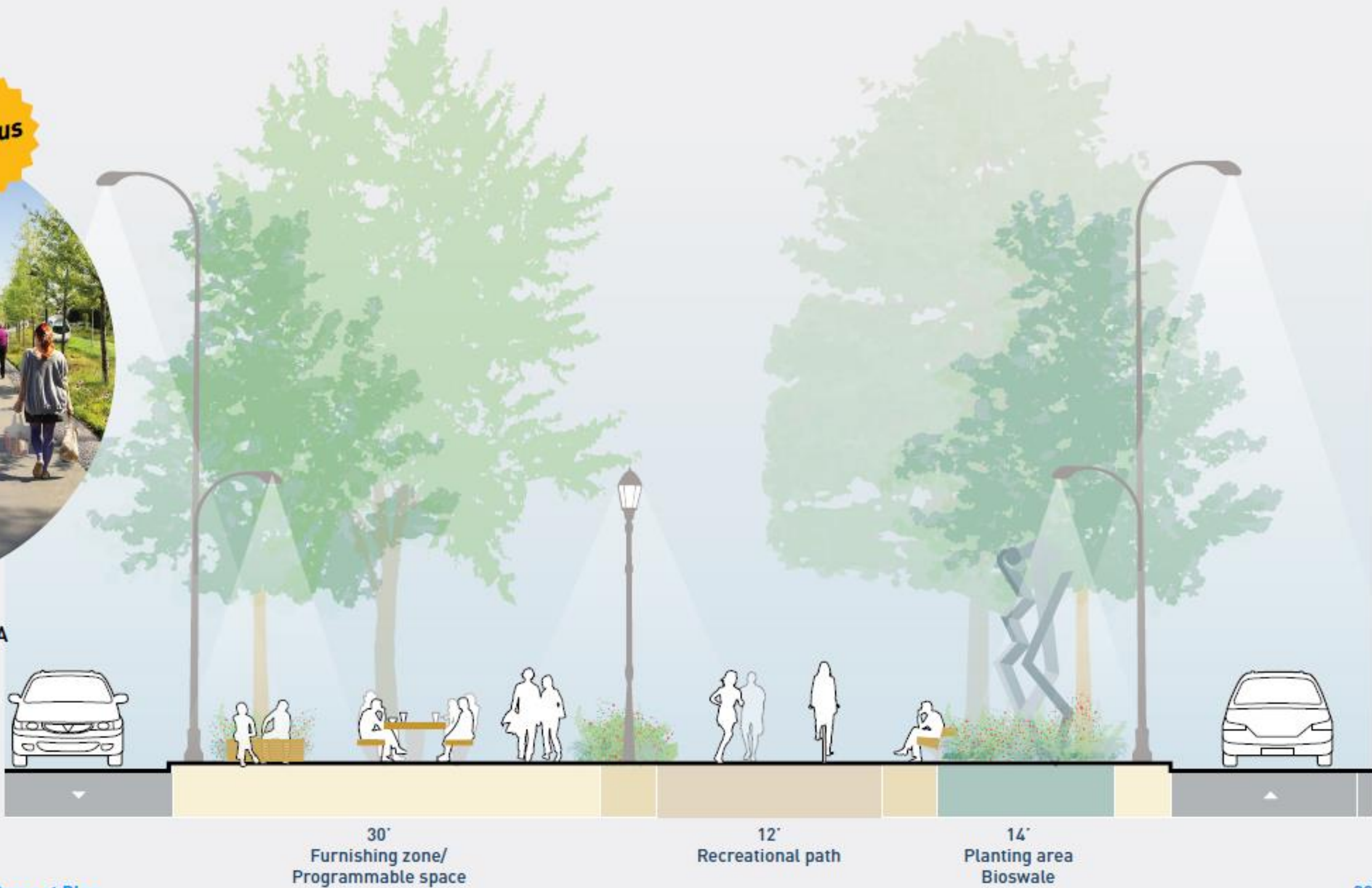
URBAN BOULEVARD

Multi-use Recreation Trail

In Focus

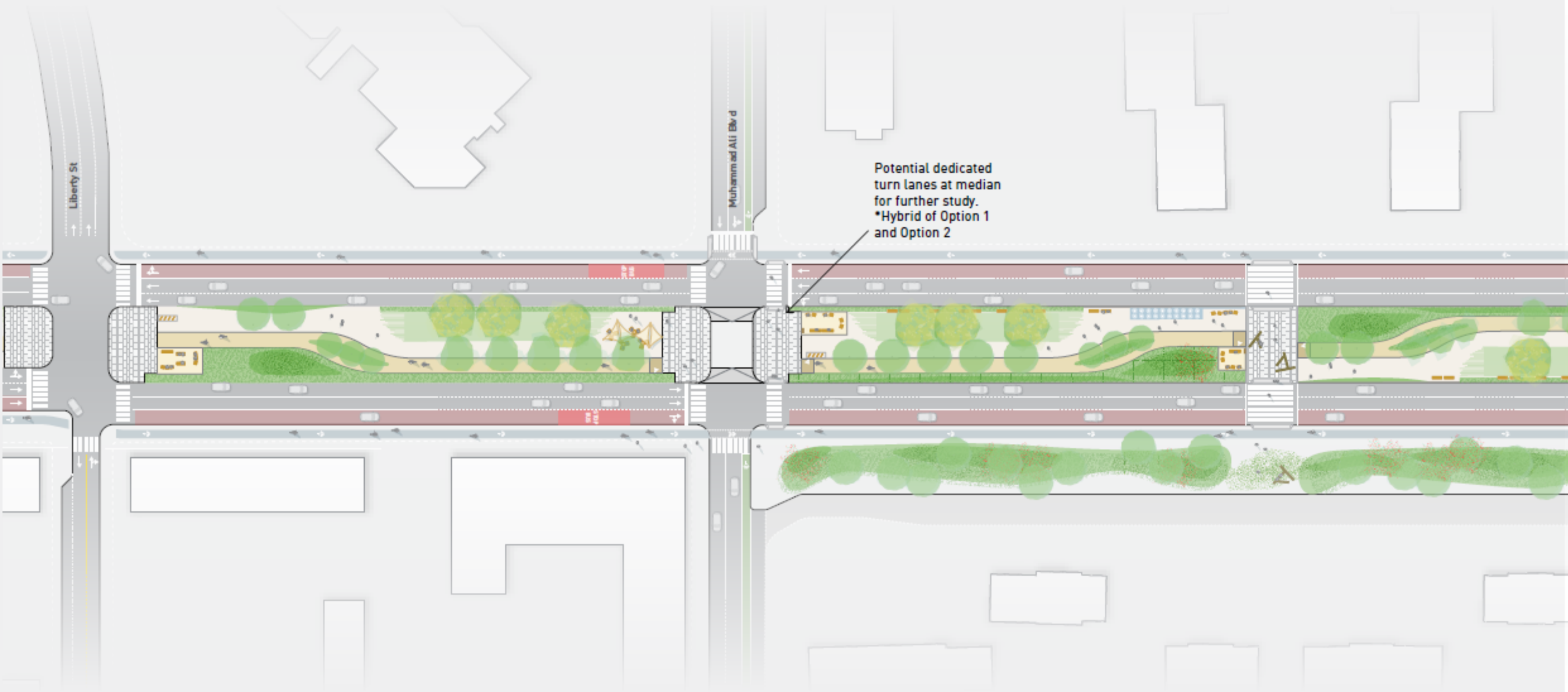
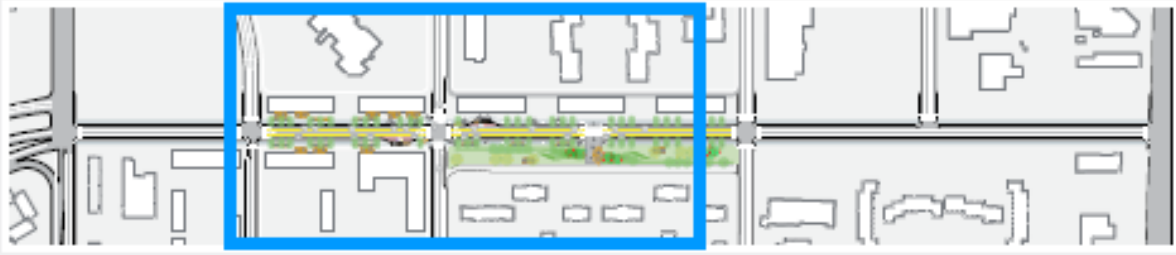


The BeltLine — Atlanta GA



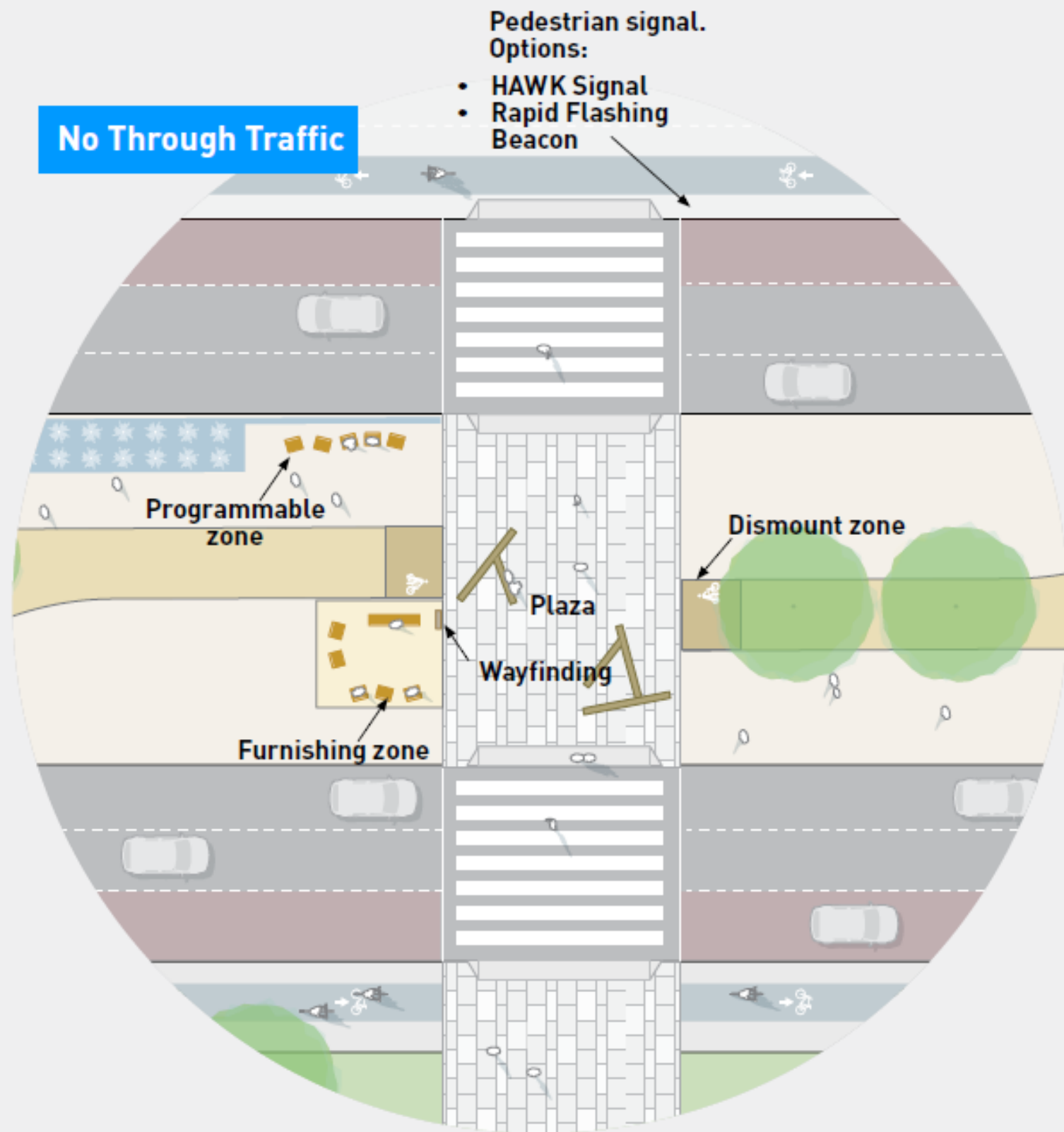
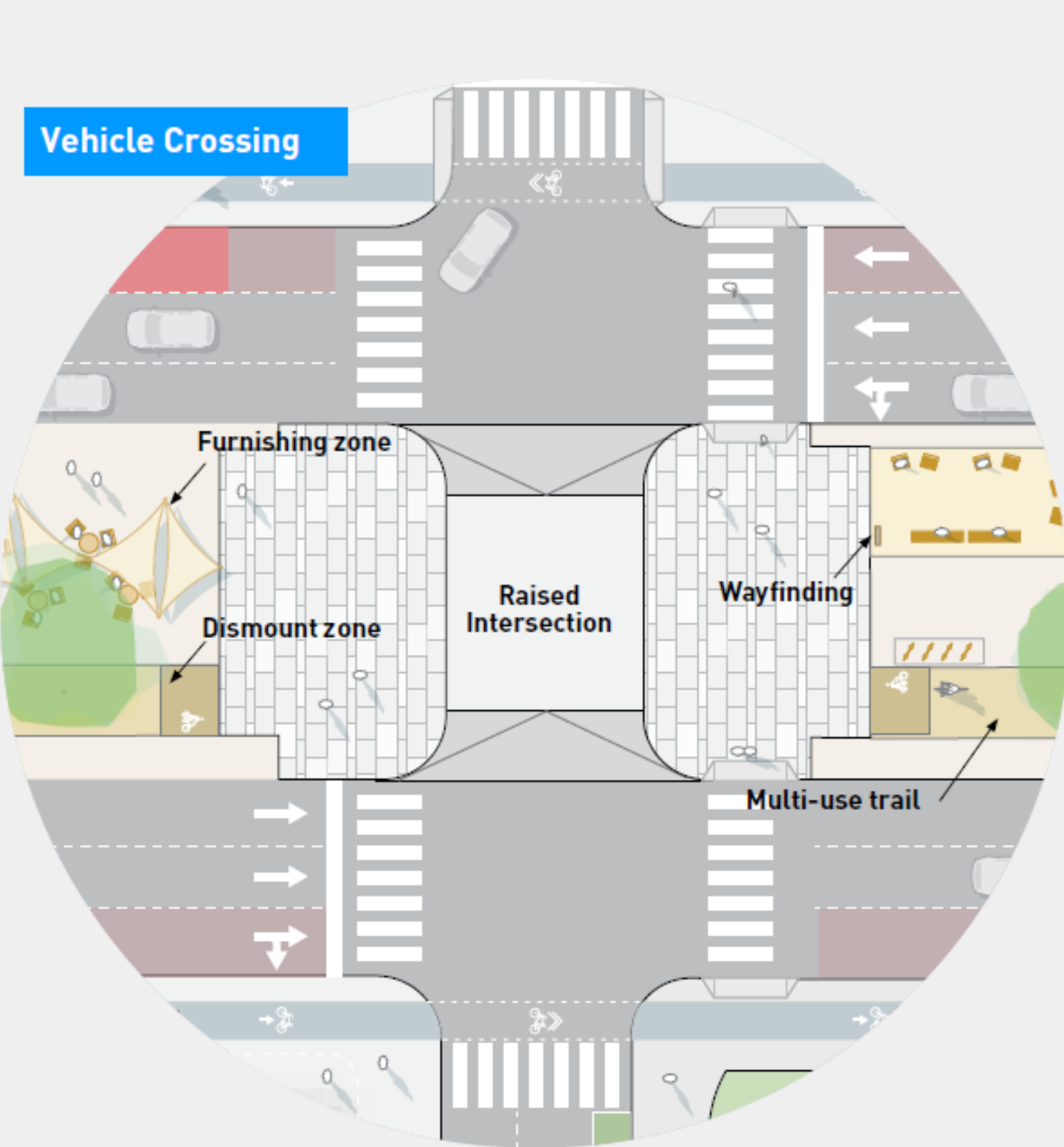
URBAN BOULEVARD

Illustrative Plan



URBAN BOULEVARD

Intersection Detail



envisioned



implemented

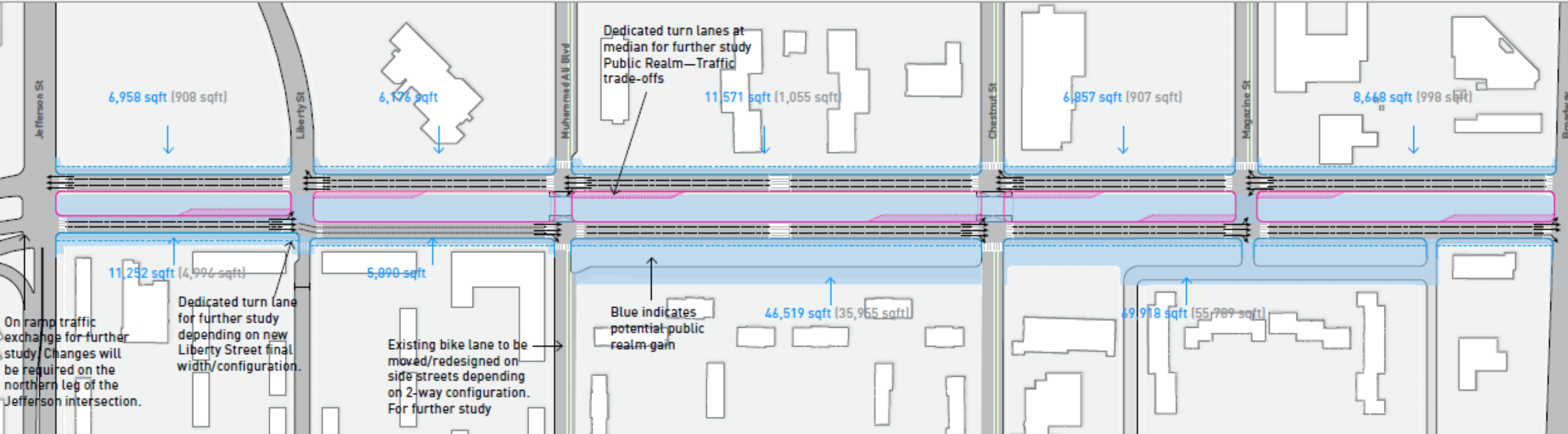


URBAN BOULEVARD

Configuration Diagram

TOTAL PUBLIC REALM GAIN

174,000 sqft



COLOR KEY

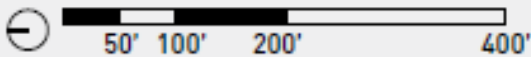
- Public Realm
- Median

All side streets west of 9th St considered 2-way.

AREA GAIN

Total Public Realm Gain: 173,809 sqft

Potential Dev Area 100,608sqft

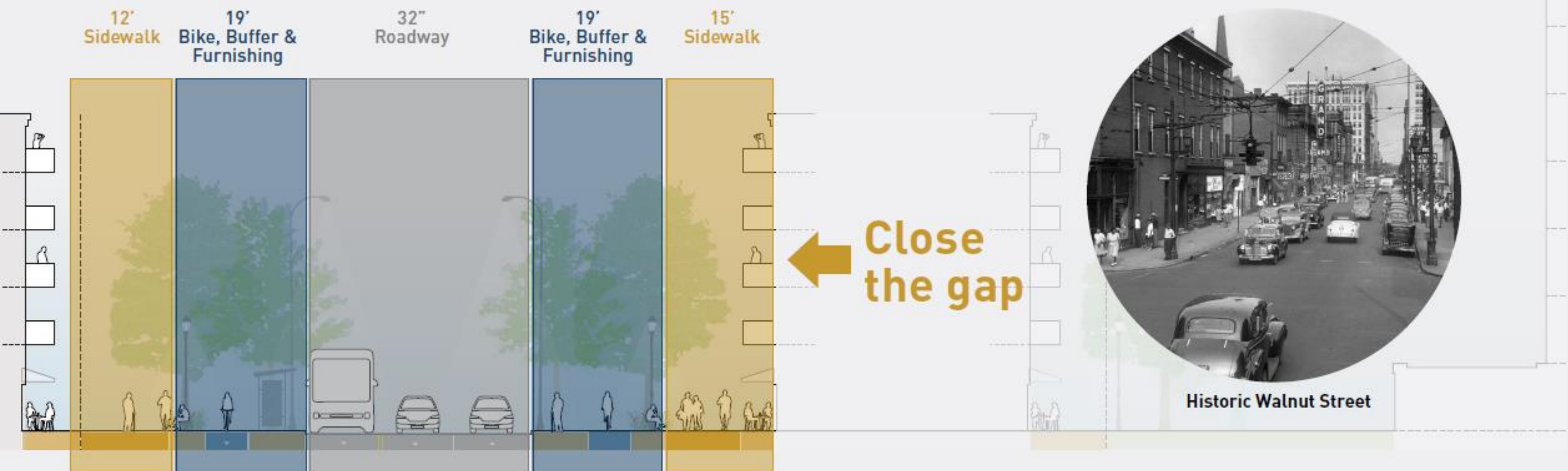


Urban Street

A thought experiment for the future
of 9th street — returning the street
to a neighborhood scale

URBAN STREET

Typical Street Section
(Viewing North, between
Muhammad Ali and Liberty)



Historic Walnut Street

100' ROW ~40-50' DEPTH

150' EXISTING ROW

COLOR KEY

- Sidewalk
- Furnishing Zone
- Programmable space
- Bike Lane
- Planting / Bioswale
- Car Lane

SECTION KEY

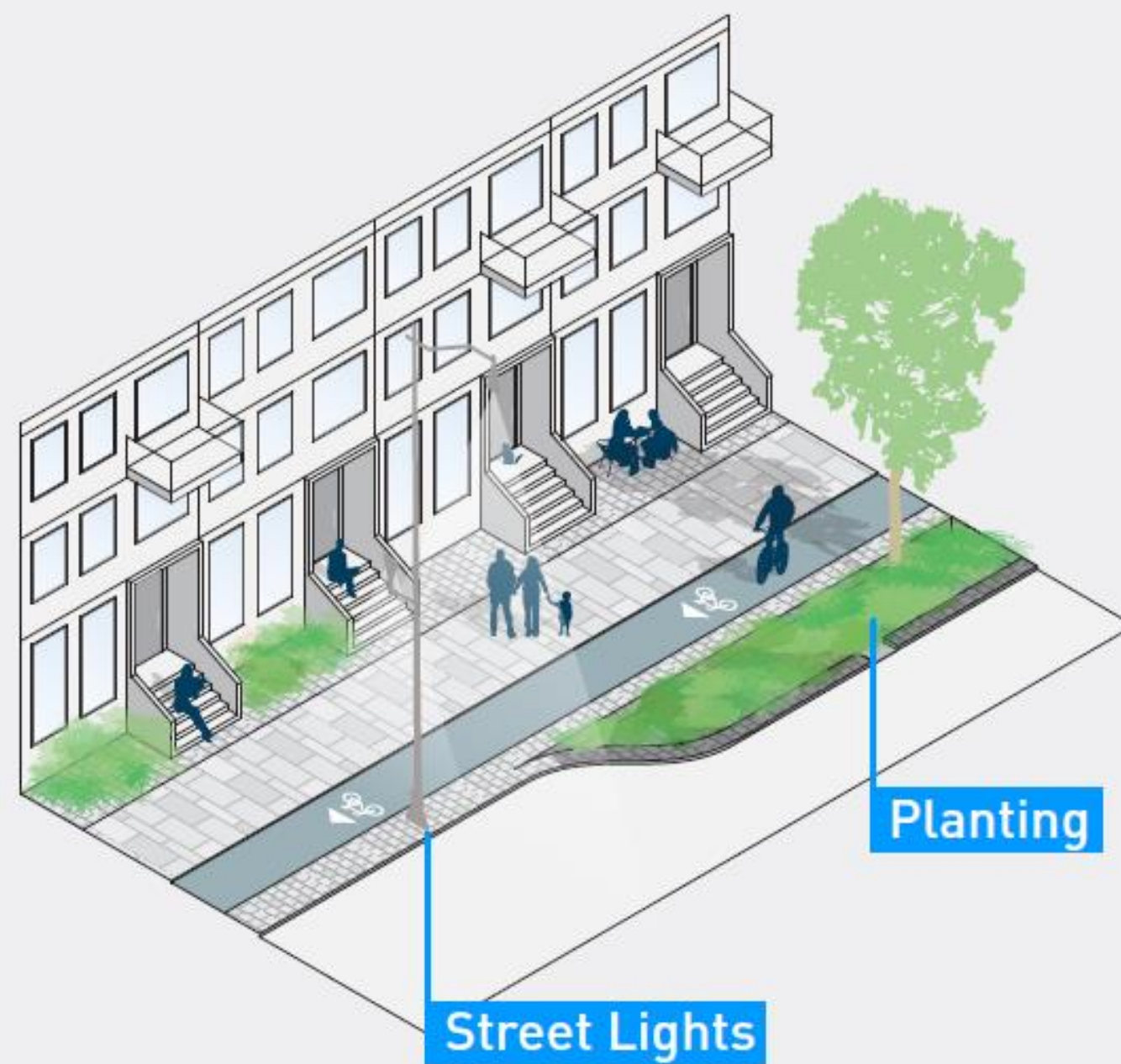
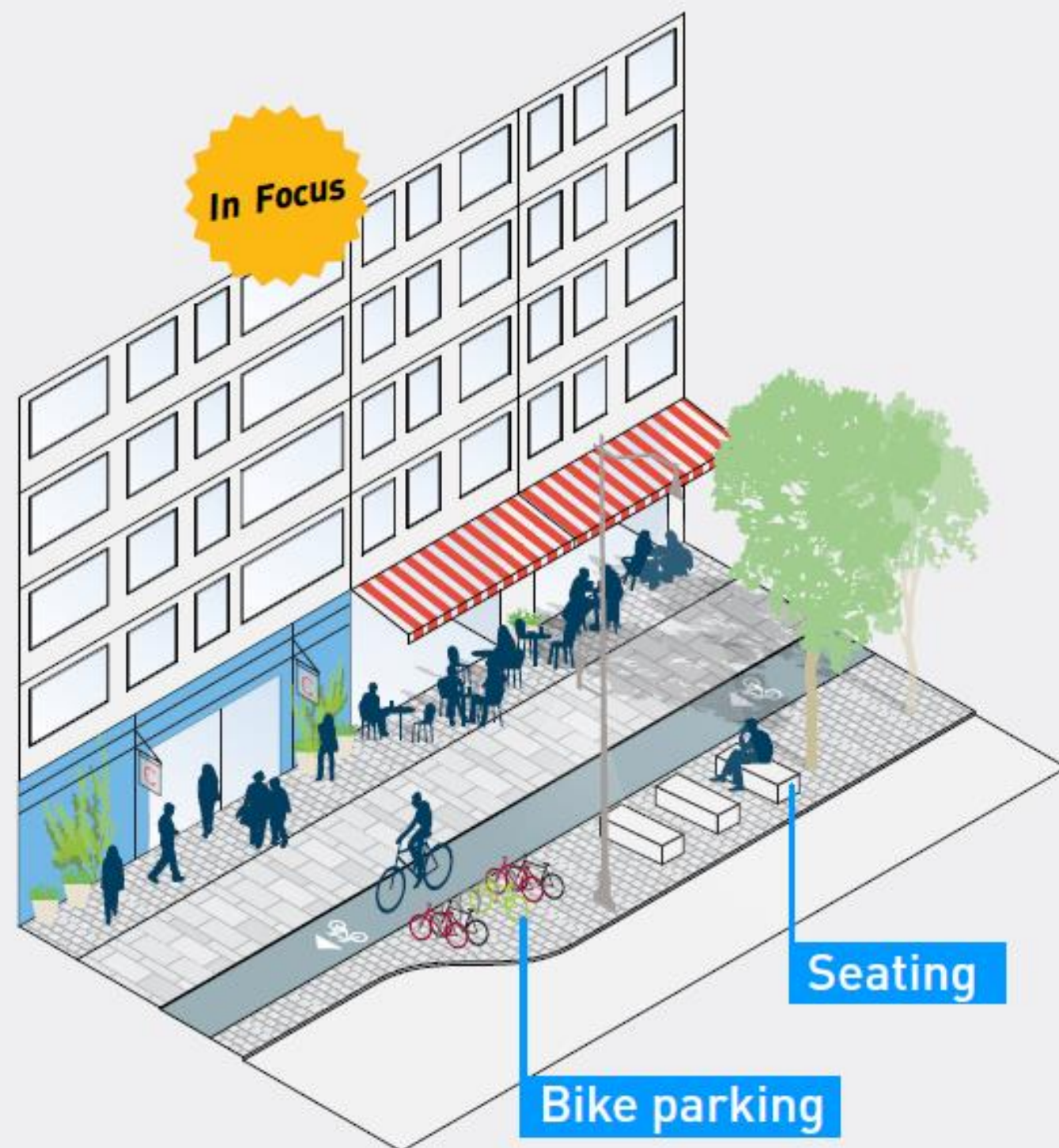
WALNUT ST
JEFFERSON ST
LIBERTY ST
MUHAMMAD ALI BLVD
CHESTNUT ST
HAZEL ST
BRIDGE ST

URBAN STREET

Typical Street Section
(Viewing North, between
Muhammad Ali and Liberty)



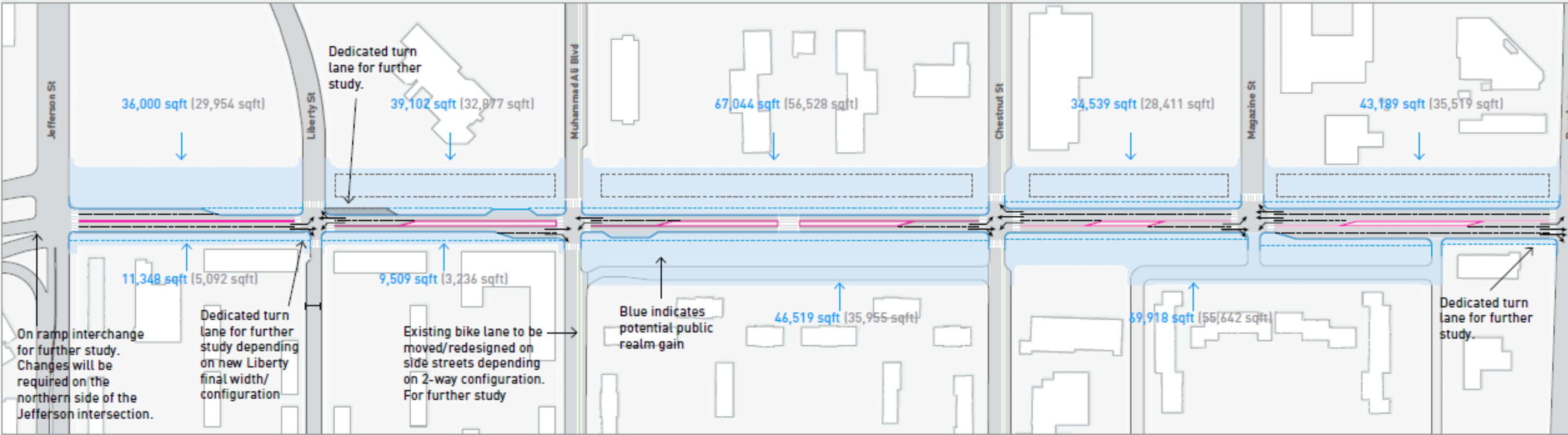
Active ground floor and street level articulation example





URBAN STREET Configuration Diagram

TOTAL PUBLIC REALM GAIN
357,000 sqft



COLOR KEY

- Public Realm
- Median

All side streets west of 9th St considered 2-way.

AREA GAIN

Total Public Realm Gain:
357,173 sqft

Potential Dev Area
283,214 sqft



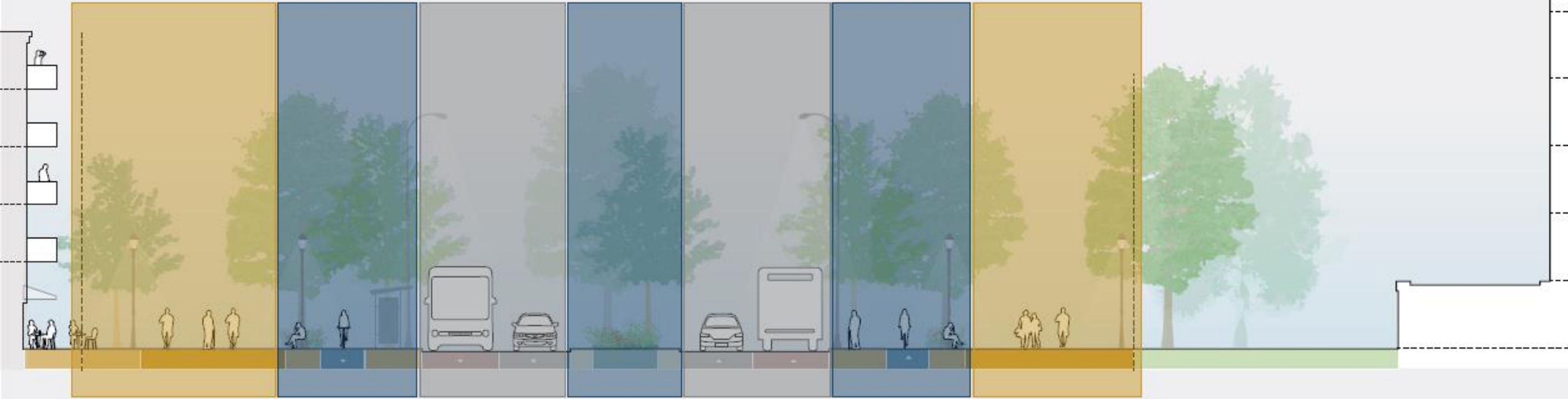
Urban Parkway

An option focused on weaving a high quality public realm into the neighborhood

URBAN PARKWAY

Typical Street Section
(Viewing North, between
Muhammad Ali and Liberty)

20' Sidewalk 12' Bike, Buffer & Furnishing 21' Roadway 15' Median 21' Roadway 20' Bike, Buffer & Furnishing 25' Sidewalk



150' ROW

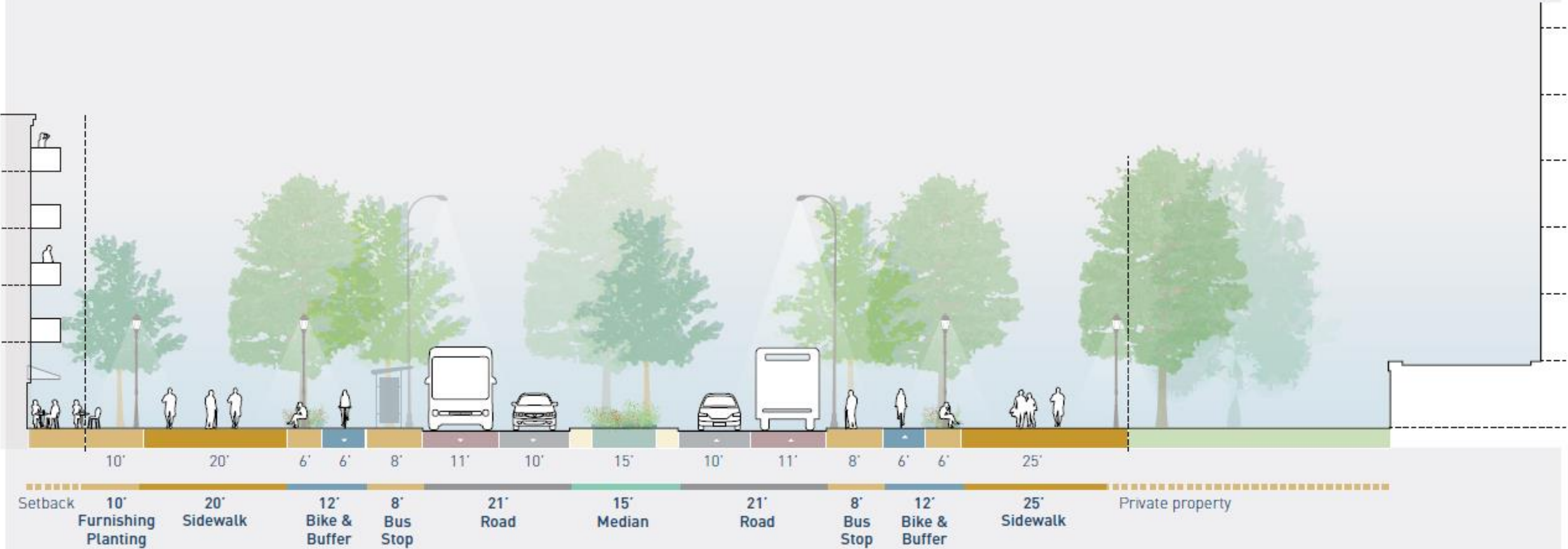
COLOR KEY

- Sidewalk
- Furnishing Zone
- Programmable space
- Bike Lane
- Planting / Bioswale
- Car Lane
- BRT / Car Lane

SECTION KEY

URBAN PARKWAY

Typical Street Section
(Viewing North, between
Muhammad Ali and Liberty)



COLOR KEY	
	Sidewalk
	Furnishing Zone
	Programmable space
	Bike Lane
	Planting / Bioswale
	Car Lane
	BRT / Car Lane



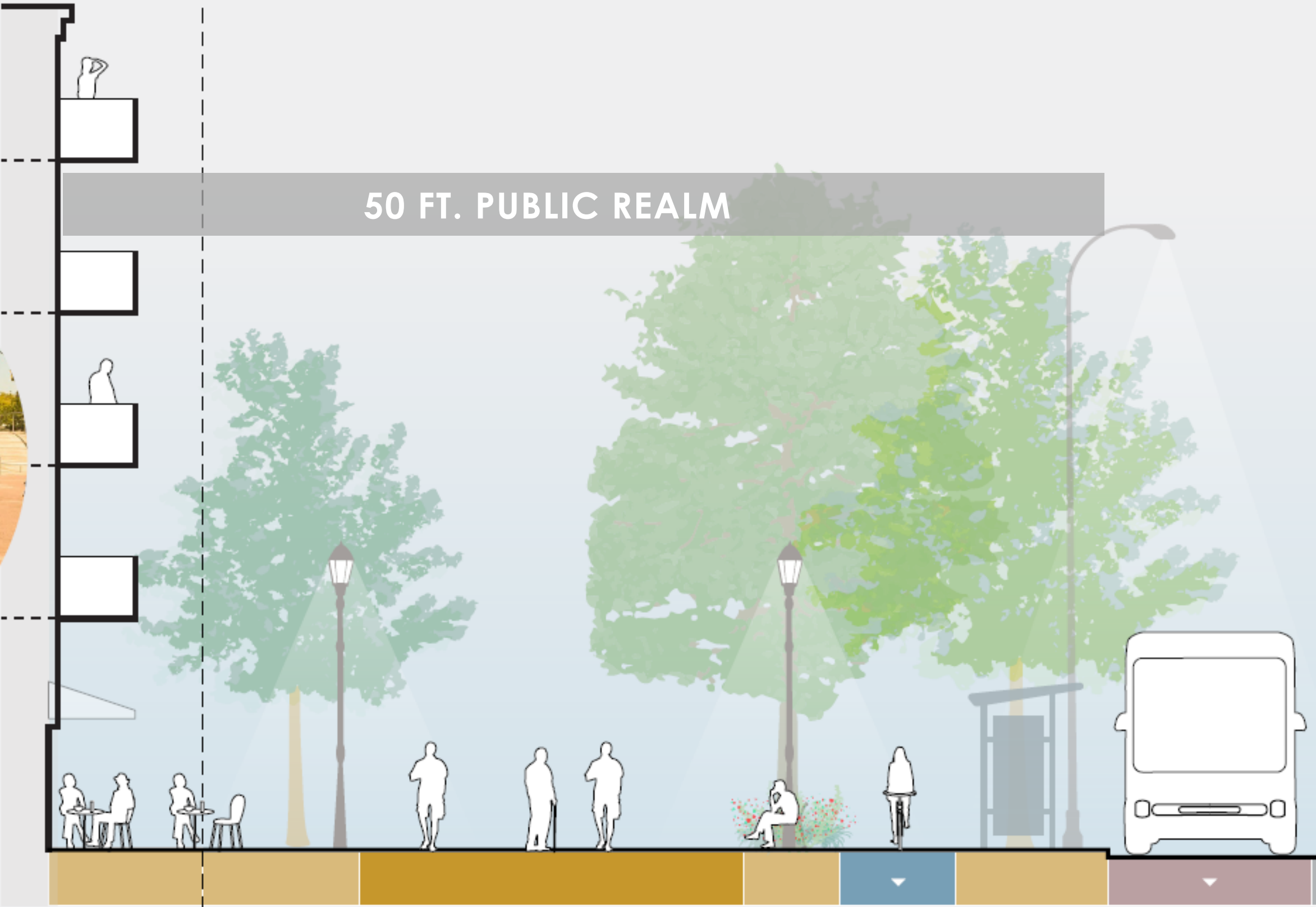
URBAN PARKWAY

Cycle Track + Social Sidewalks

In Focus



Queens Quay — Toronto ON



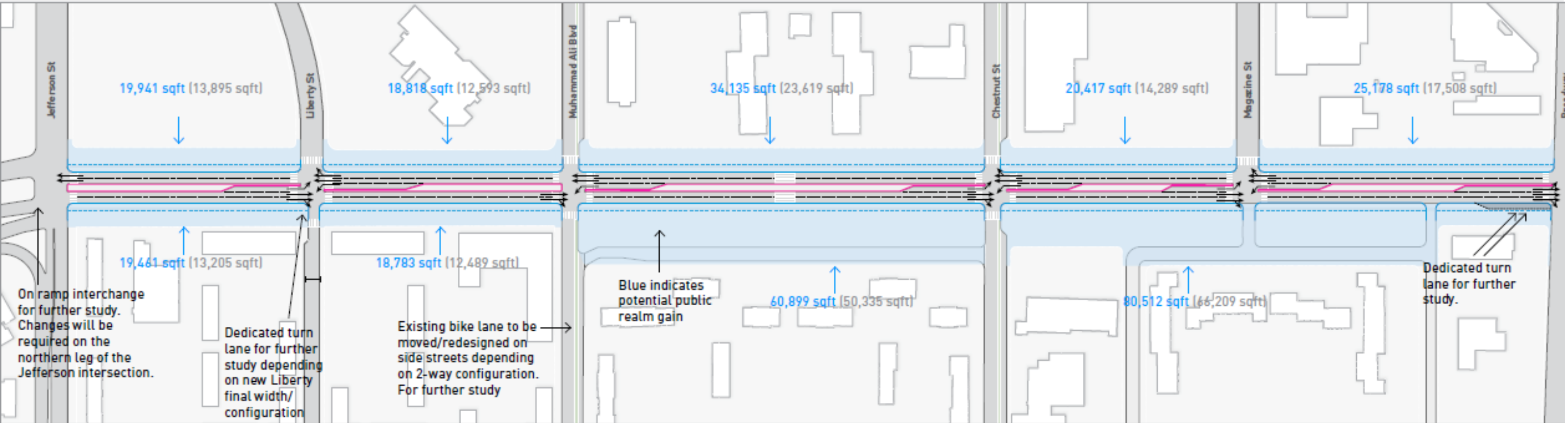


URBAN PARKWAY

Configuration Diagram

TOTAL PUBLIC REALM GAIN

298,000 sqft



COLOR KEY

Public Realm

Median

All side streets west of 9th St considered 2-way.

Total Public Realm Gain:
298,144 sq ft

Potential Dev Area
224,142 sq ft



Evaluating the Options

High Level Public Life & Traffic Analysis Comparison

* See Appendix for High-Level 9th Street Traffic Review for more detail on Traffic analysis

- ↑ Option Improves Condition
- Option Accommodates
- ↓ Option Challenges Condition

1 Urban Boulevard

Public Space, Public Life

- **Access**
This option would require people to cross traffic at multiple points, creating complexity and potential people/motorist conflicts.
- ↑ **Quality and Experience**
This option provides adequate space to create an engaging public realm, but places a high burden on programming to make it feel inviting and part of people's everyday experience.
- ↓ **Stewardship & Ownership**
Being an island, maintenance and developing sense of local pride in the space could be challenging since its not connected to any logical residences.
- ↓ **Reaching Out**
This option would create a clear and legible link to the waterfront park, but not work well to close the gap by doubling down on the median.
- **Open Space Stickiness**
Bold and imaginative programming and design in the median, but less seamless access
- Transit**
- ↑ **Impact on BRT**
This option would better accommodate the proposed BRT, potential for a bus only lane.
- Traffic**
- **Safety**
This option would raise some safety concerns and challenges connecting people to the median, and coordinating traffic.
- ↑ **Capacity**
This option would provide adequate traffic capacity.

2 Urban Street

Public Space, Public Life

- ↑ **Access**
Narrow typical section would be easier for pedestrians to cross.
- ↑ **Quality and Experience**
This option provides tremendous opportunity to create a truly human scaled street
- ↑ **Stewardship & Ownership**
This option leaves a manageable area to maintain and program, providing less room to create a destination
- ↑ **Reaching Out**
This option would create a clear and legible linking to the waterfront park, a reduced R/W would reduce the barrier effect of the street as a separator between downtown and the Russell neighborhood
- **Open Space Stickiness**
Creates a great street, but less space for any bold public realm gesture.
- Transit**
- **Impact on BRT**
This option would accommodate the proposed BRT
- Traffic**
- ↑ **Safety**
Narrower crossings, slower speeds, and more eyes on the street would contribute to pedestrian and bicycle safety.
- ↓ **Capacity**
Traffic demand may exceed capacity for this option within the planning horizon; possibly on opening day.

3 Urban Parkway

Public Space, Public Life

- ↑ **Access**
This option would maintain acceptable traffic flow, while better accommodating pedestrians and bicycles.
- ↑ **Quality and Experience**
This option provides adequate space to develop and program an engaging public realm.
- **Stewardship & Ownership**
Thoughtful programming is essential, which requires invested partners. Sections without clear ownership run the risk of being leftover space. Running adjacent to residences could help inspire a strong sense of local pride of place.
- **Reaching Out**
This option would create a clear and legible link to the waterfront park, and begin to close the gap by reducing the distance across the street
- ↑ **Open Space Stickiness**
Opportunity to create a seamless neighborhood and citywide destination with a wow factor.
- Transit**
- ↑ **Impact on BRT**
This option would better accommodate the proposed BRT
- Traffic**
- ↑ **Safety**
Narrower crossings, slower speeds, and more eyes on the street would contribute to pedestrian and bicycle safety.
- ↑ **Capacity**
This option would provide adequate traffic capacity.

High Level Public Life & Traffic Analysis Comparison

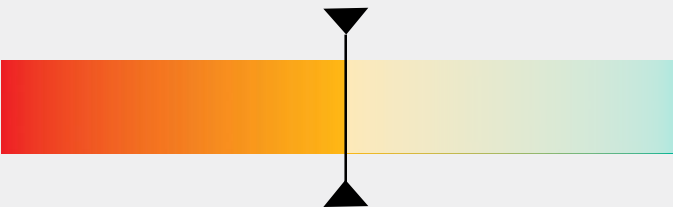
*See Appendix for *High-Level 9th Street Traffic Review* for more detail on Traffic analysis

1 Urban Boulevard

Public Life



Safety



Efficient Traffic



2 Urban Street

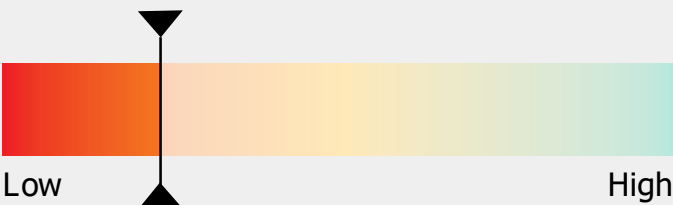
Public Life



Safety



Efficient Traffic



3 Urban Parkway

Public Life



Safety




Efficient Traffic



Preferred concept

Preferred concept based on
public realm, transit, and
traffic evaluation



The Russell Trail: 9th Street's Urban Parkway

From Broadway to the Riverfront, The Russell Trail will transform 9th Street into a linear park woven together with destination draws, a clear and engaging link to the waterfront, and everyday community amenities for adjacent neighbors.

Structuring The Russell Trail

The Russell Trail

From a commercial truck route,
to an urban boulevard.



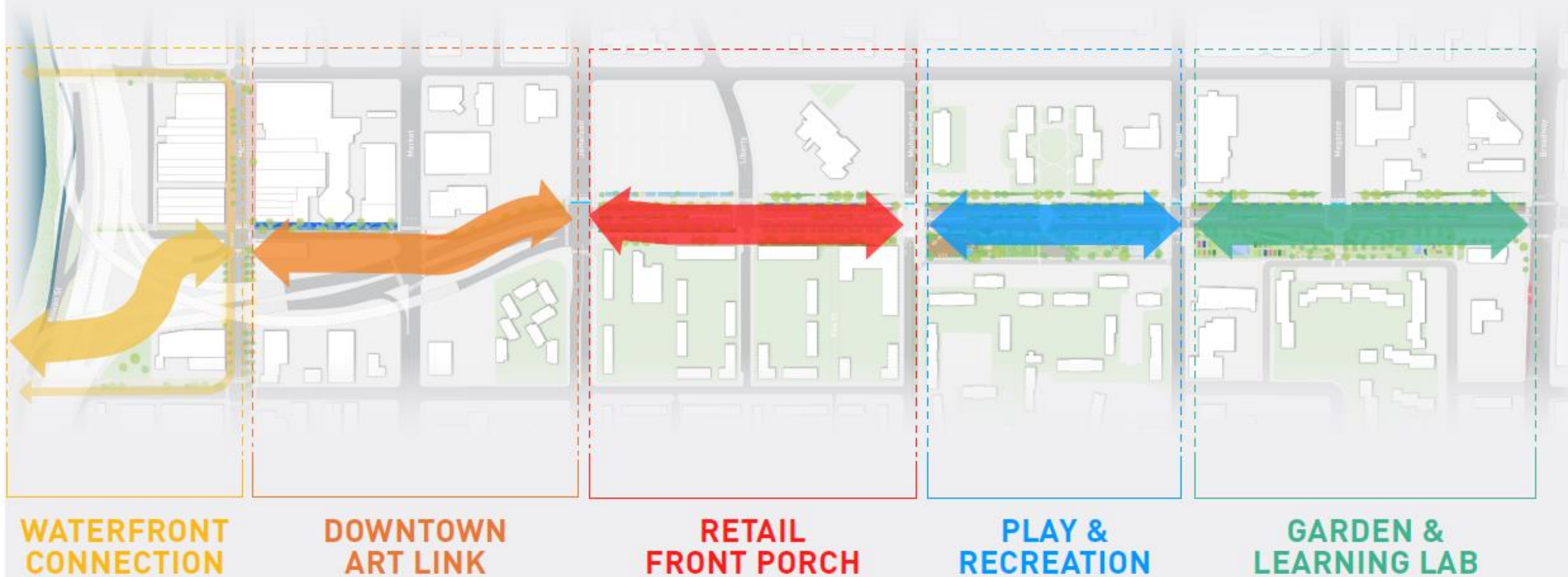
The Russell Trail

From a isolated median to
connected linear park.



The Russell Trail

5 programmatic zones,
responding to the urban
qualities we heard.



The Russell Trail
A cohesive experience



URBAN PARKWAY

WATERFRONT CONNECTION

RETAIL FRONT PORCH

GARDEN & LEARNING LAB

DOWNTOWN ART LINK

PLAY & RECREATION

The Russell Trail
Through-line elements



**CLEAR & SAFE
CROSSINGS**



COMFORTABLE BUS STOPS



**GRADE SEPARATED
BIKE PATH**



**BLUE
INFRASTRUCTURE**



**BIOSWALES & GREEN
INFRASTRUCTURE**



**MIXED USE BIKE
& PED TRAIL**



ENGAGING LIGHTING



Garden & Learning Lab
Quiet, lush and green,
prioritizing community
partnerships.

Key Ingredients

- Bold welcome node
- Food trucks service nearby offices
- Food learning and living lab
- Community gardens
- Partnership with neighboring schools
- Educational greenhouse(s)
- Informal/wild green infrastructure

GARDEN & LEARNING LAB



NEIGHBORHOOD GARDEN



GREEN SNUGS



**SCHOOL & COMMUNITY
LEARNING LAB**



SOUTHERN GATEWAY



Play & Recreation
Communal activity zones,
prioritizing open, inclusive
recreation

- Key Ingredients**
- Mixed recreation, play, and sports
 - Designed with sports equipment and courts
 - Open space for community gathering
 - Meet, greet, and play

PLAY & RECREATION



COMMUNITY DECK



ADRENALINE POCKETS



LOUNGE GARDEN



MULTI-PURPOSE REC COURT



Retail Front Porch

Local market square.

Pop-up Commercial Street

Key Ingredients

- Mini-retail/market opportunities
- Shared space street/plaza
- Connects to residential front porches
- Crossover corner at Muhammad Ali Blvd
- Retail and food trucks
- Formal pathways and staying areas
- Create edge against parking area

RETAIL FRONT PORCH



CREATIVE CANOPIES



MICRO-PODS



FLEXIBLE MARKET SPACE



SHARED PLAZA



Downtown Art Link
Comfortable micro-
climates, urban walkway
punctuated with street art

Key Ingredients

- Connect to existing city fabric
- Shaded hardscape design
- Formal green infrastructure
- Art integrated into street

DOWNTOWN ART LINK



BOLD SURFACE



ART INSTALLATIONS



URBAN STREET



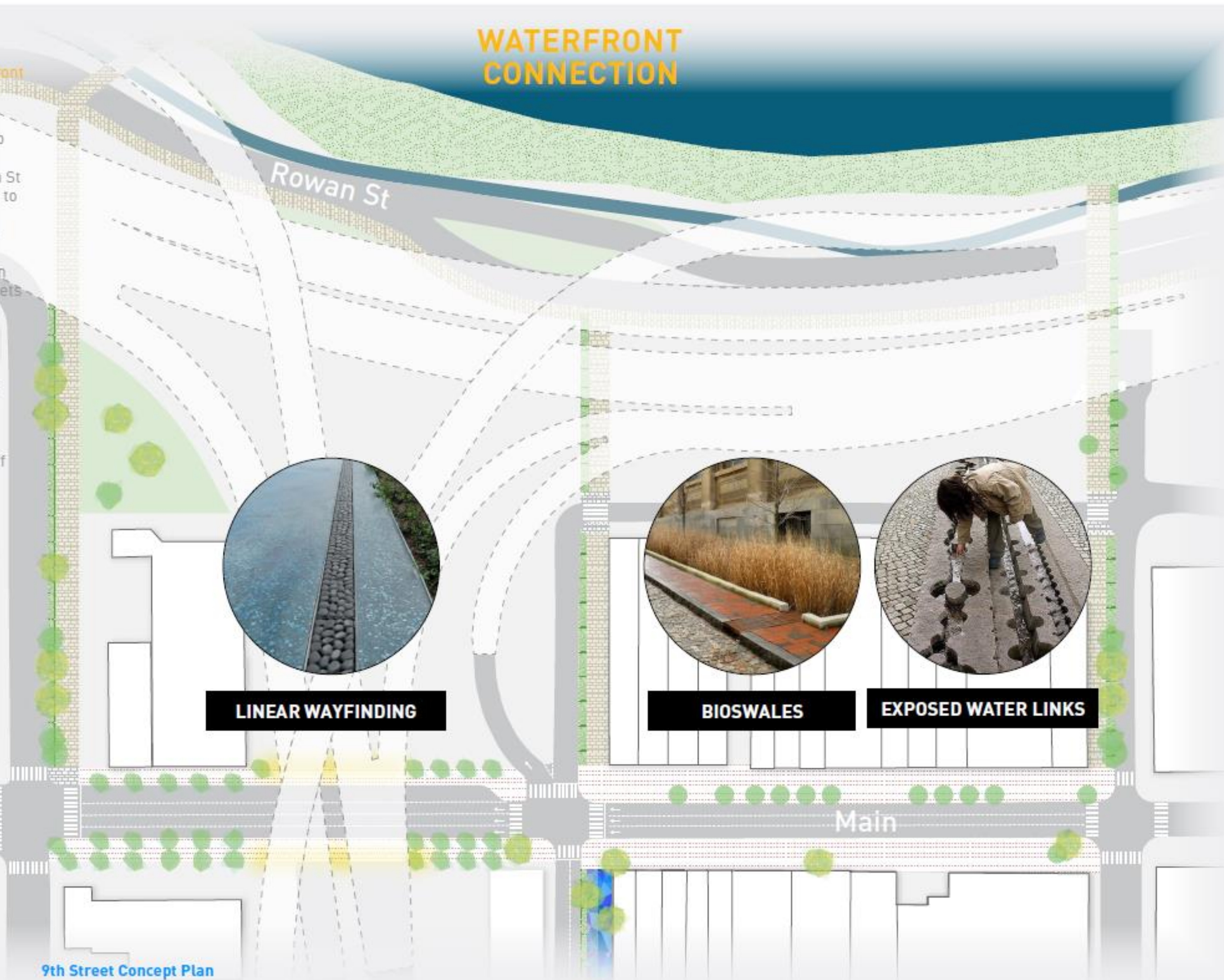
GENEROUS SIDEWALKS

Waterfront Connection
Comfortable and legible
connection to the waterfront

Key Ingredients

- Connection through to River Road.
- Urban design on Main St maintained, extended to 10th St.
- Intersection nodes at Market and Main
- Pleasant urban design along connecting streets
- Indicate node at Main and 10th and 8th
- Informal/wild green infrastructure
- Frame views towards Ohio River
- Use waterfront park design language
- Exposed water run-off

WATERFRONT CONNECTION



LINEAR WAYFINDING



BIOSWALES



EXPOSED WATER LINKS



Portland, OR



Gehl

9th Street Concept Plan



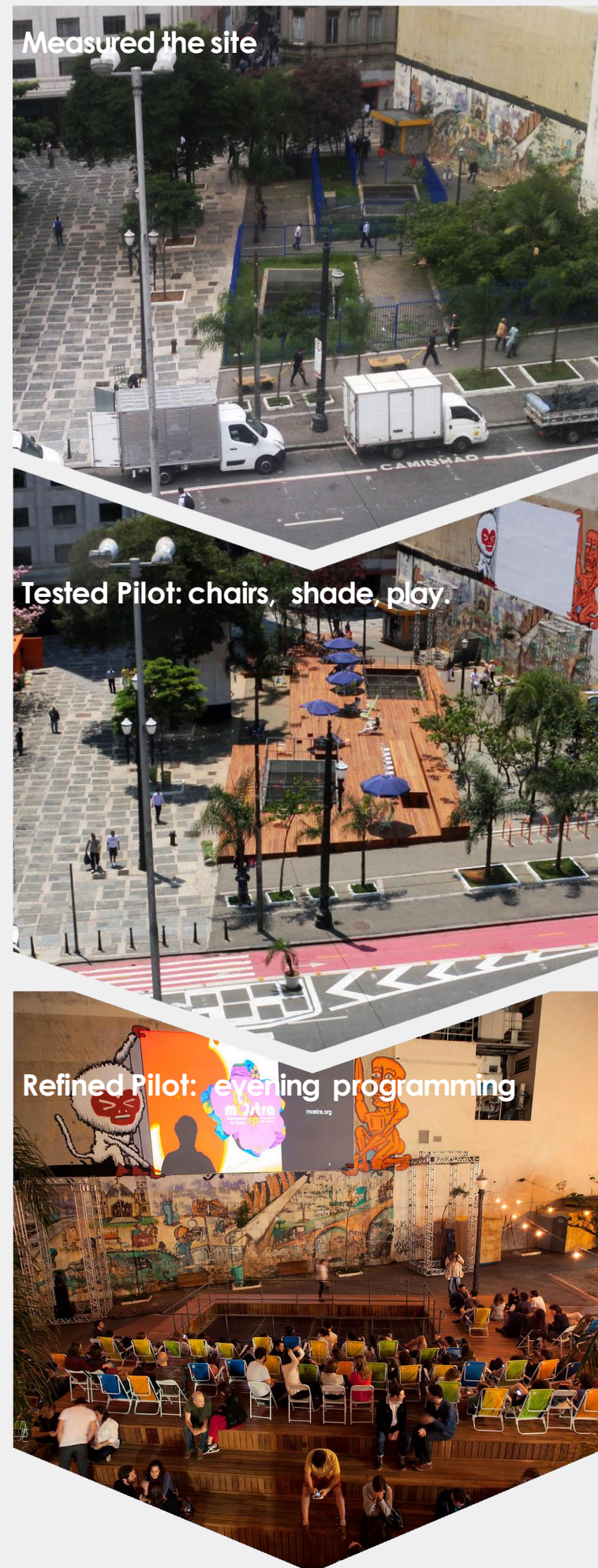
Hunter's Point, Long Island City, NY

Pilot — a communication
project with an infrastructure
component

Piloting Change

Testing Strategies through Pilot Projects

A series of temporary pilot projects, carried out in an iterative process, can generate buzz and begin to set the groundwork for a balanced street that provides space for people while testing optionality.



Pilot example:
São Paulo Pilot

Early Activation
Key areas to test
now through
light weight pilot
projects.

The Knot

Coming Soon! Temporary Public Art/lighting enhancement. Includes use of Public Parking lot on South Side of Main

Waterway Cycle-track

Bollard protected two-way bike path that connects 9th street to the waterfront.

***PRIORITIZE**

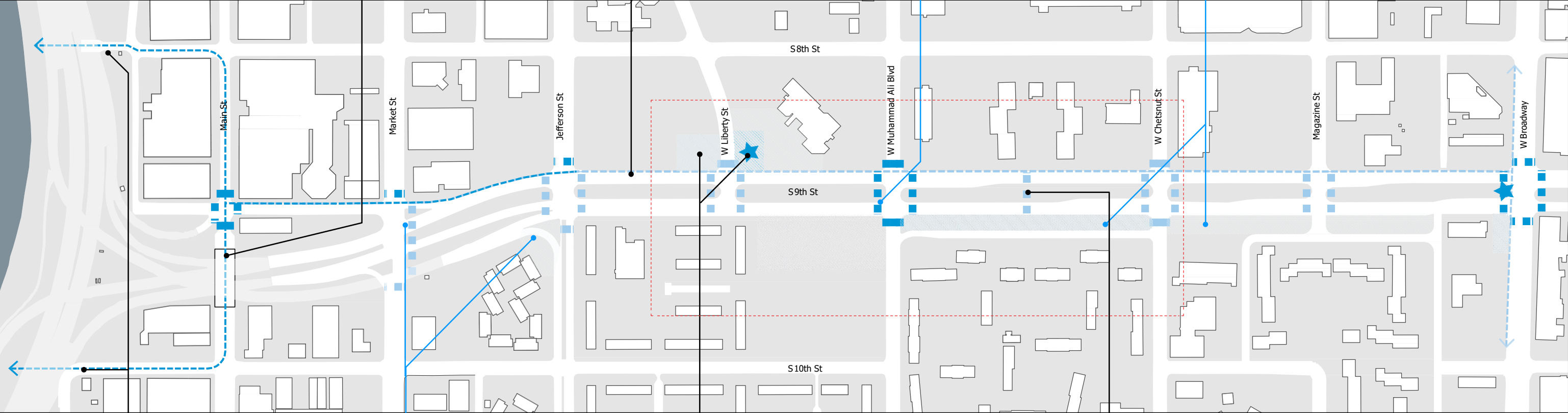
9th Street Crossings

Improve the pedestrian experience at the intersections by shortening the crossing distance and waiting time—it should feel like the pedestrian journey continues without interruption. Clear striping.

***PRIORITIZE**

Level the Berm

Pilot removal of the berm. Program this space as a great front porch for the street. Partner with adjacent residents and Central High School to create a responsive program



Access to the waterfront

Make access to the water really clear and inviting: lighting, creative canopies, art and programming to help make this a magnet

***PRIORITIZE**

No Slip Zone

Test closing the slip lane off the on-ramp and slip lane at Market Street. Combine with bold crossway for people and longer traffic signal. Measure impact on traffic, but also people crossing.

9 for 9 Weekend Market

Start testing and establishing 9th Street as a destination. Begin with a weekend market fair where locals can exhibit and sell their products, restaurants can set up food kiosks, and where visitors can experience a new 9th street experience—one outside their cars! Potential brand the event on 9 summer weekends.

9th Street Shortcuts

Formalize midblock crossings, making both halves of 9th Street more seamlessly connected with safe, fun, and intuitive and mid-block crossings

Moving forward

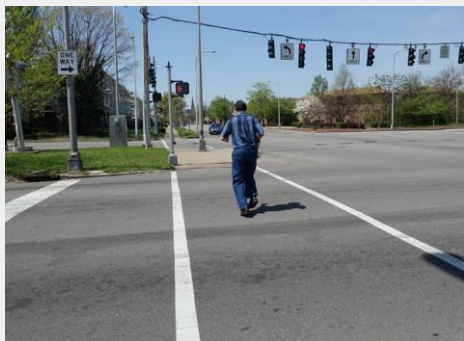
Material palette for early activation projects

PEOPLE-FIRST INFRASTRUCTURE

Create a safe network for people to move around in, whether walking or cycling along the street, or crossing at intersections. Focus on inviting the most vulnerable users — children and elderly — to use the streets, and everyone else will follow.

Existing Conditions

- Intersections are unsafe due to a lack of clear demarcations.
- The distance between marked intersections is too long for convenience.
- The levels of comfort - seating, lighting, shade - are extremely low.



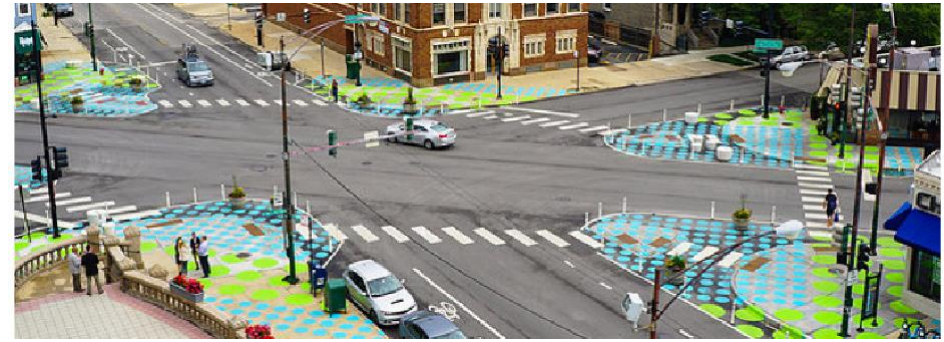
Protected Bike lanes

Bike lanes can be implemented on a temporary basis while a more permanent design is under preparation. This should be used to generate support in the project's early stages while testing the best routes.



Crosswalk Improvements

Crosswalks can be enhanced by using paint on the ground, and by creating corner extensions that slow the traffic and limit the distance from one side to the other.



Midblock Crossings

Midblock crossings improve the pedestrian circulation by adding connections across long blocks in order to reduce travel time and convenience.



Nighttime Lighting

A grove or median of trees can be lit artistically, creating both a sense of safety for passersby and an experience.



PROGRAMMING

Invite people to participate in events and activities to begin changing people’s mindset about the use of 9th Street. The programming should be co-created with local stakeholders and community organizations to anchor people’s sense of ownership of the spaces early on.

Event & Market Days

Markets are a great way for communities to come together around locally produced food and goods. Markets typically attract a wide variety of people.



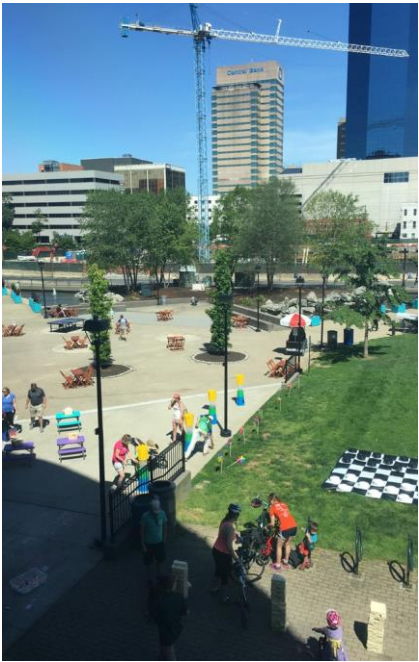
Micro Retail

Micro retail centers are a great way to provide community amenities in walking and cycling distance from residential neighborhoods.



Partnerships

Partnering with neighborhood schools, community centers, and private local stakeholders creates a sustainable foundation for organizing activities.



Healthy Community

Organizing activities relating to health, like urban gardening and sports events, can bring children and families together



Existing Conditions

- Very few planned activities take place along 9th Street.
- 83% of the street edges are inactive or vacant, which create a boring experience.
- Children and young adults hang out on vacant parking lots and in Beecher Park



A LINEAR EXPERIENCE

Make the most of the underused linear spaces along 9th Street, like the berm and the median. These spaces can provide experiences unique from typical square public spaces and keep inspiring passersby sense of curiosity and imagination

Existing Conditions

- Long stretches without places to stay
- Exposure to the elements, and traffic



Creative Canopies

Whether walking along or spending time in linear spaces, proper shade is necessary to secure a minimum level of comfort, especially in hot climates.



Lush and Green

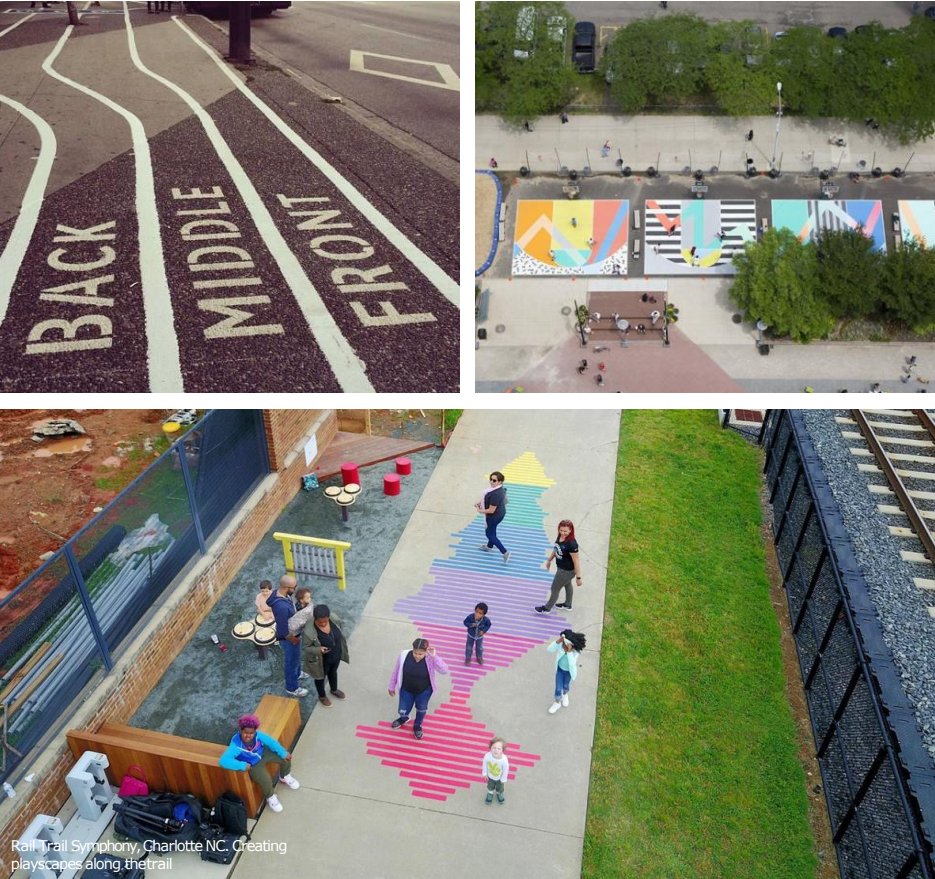
Green and rain gardens can be planted along streets with the help of the community and schools to provide a more comfortable micro-climate and calm traffic



Example 1: Detroit, Michigan

Play Along theWay

An excess of linear space can be used to integrate fun and recreational activities into a streetscape, like urban bowling, running tracks, or a obstacle course. We call this play along the way.



Rail Trail Symphony, Charlotte NC. Creating playscapes along the trail



Urban Thinkscape, Philadelphia PA



PermaPLAY, Chicago



MAGNETIC ELEMENTS

Utilize large open spaces, underused parking lots, and adjacent parks to create places where people want to spend time along 9th Street. These should also enhance the experience for people passing through or along the street, ideally inviting them to linger longer and return.

Existing Conditions

- There is an abundance of open space, but most of it is assigned for cars.
- The few public spaces have a low quality of urban furniture and few invitations.
- The variety of activities to partake in is extremely limited.

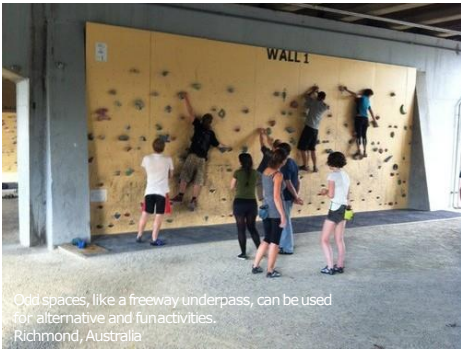


Engaging Pockets

To create a successful public space in an otherwise inactive area requires some elements of interest. These can be static and low-maintenance.



Urban pianos are easy to install and they can dramatically change the soundscape of a plaza.
Detroit, Michigan



Odd spaces, like a freeway underpass, can be used for alternative and fun activities.
Richmond, Australia



OX4D Play platform, Houston, TX



Urban periscope

More than Lighting

Though public spaces are typically used less at night, it is important that they stay inviting through the evening, signaling safety for passersby and extending potential leisure and recreational hours.



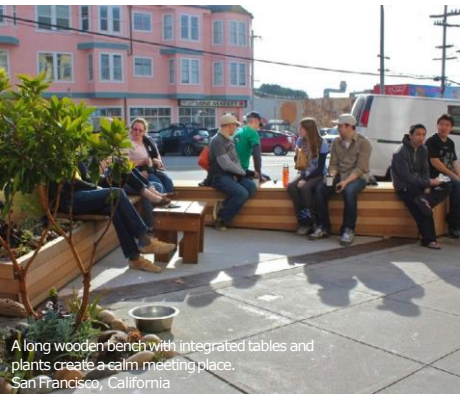
A simple installation can create a pleasant ambiance without over-lighting the space.
Detroit, Michigan



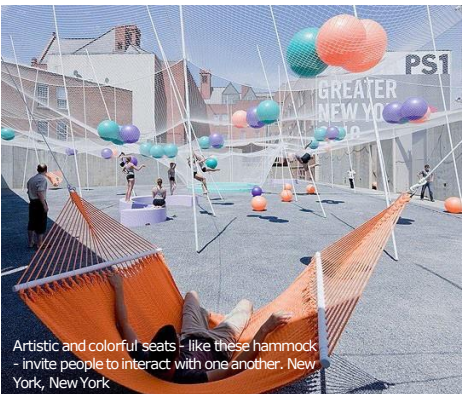
Seating elements are also swings and light, creating an inviting nighttime environment.
Boston, Massachusetts

Social Seating

Seating should be integrated regularly along any linear stretch, whether used functionally or playfully. This will invite more vulnerable users, like the elderly and families, while inspiring a sense of curiosity.



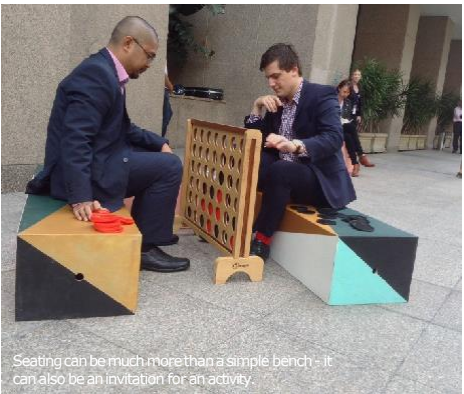
A long wooden bench with integrated tables and plants create a calm meeting place.
San Francisco, California



Artistic and colorful seats - like these hammock - invite people to interact with one another.
New York, New York



An alternative seat lining a linear green stretch turns a left-over space into a destination.



Seating can be much more than a simple bench - it can also be an invitation for an activity.



Moving Forward

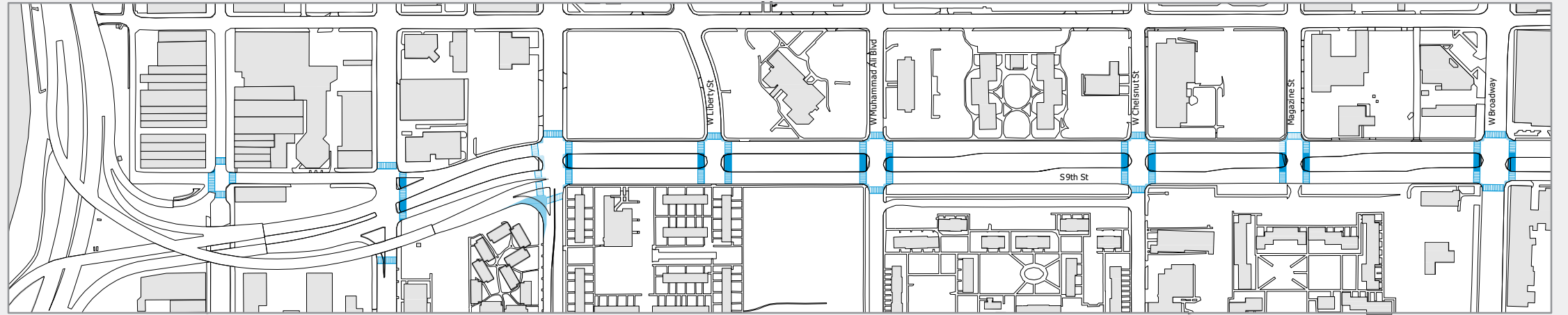
Prioritizing next step: where to start

LOW FIDELITY PILOT:
STARTING NOW

Improving connections and walkability begins with safety.

Piloting change on 9th Street should begin with 3 key, low fidelity, low cost, safety projects in 2018.

1. Clear crosswalk striping & painted bump-outs at all intersections. Close Slip lane at Jefferson intersection. Consider a bold, colorful and graphic crossing at Muhammad Ali and Broadway.
2. Lengthen pedestrian lead-time at signals.
3. Improve the ambiance of the street with median tree up-lighting. This can also work to slow traffic down and improve visibility along the corridor.



Bulb-outs and clearly painted crossings along the corridor at each intersection should be a prioritized first step. Consider bolder graphics and colors as well as planters and bollards to slow motorists while giving pedestrians a shorter distance to cross.

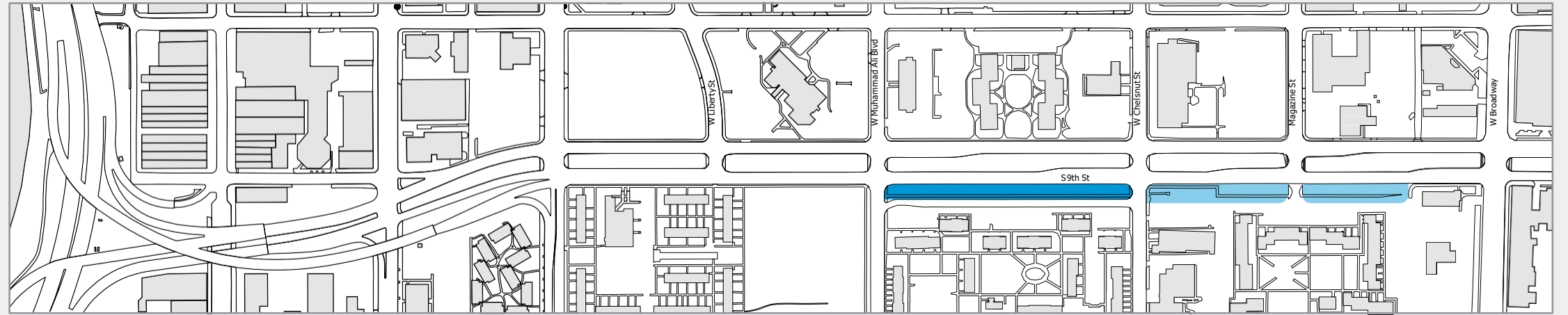


Lighting the trees in the median will create a strong and inviting visual impact.

HI-FIDELITY PILOT:
MAKING A BOLD CHANGE EARLY

Bolstering invitations to stay with a transformational pilot

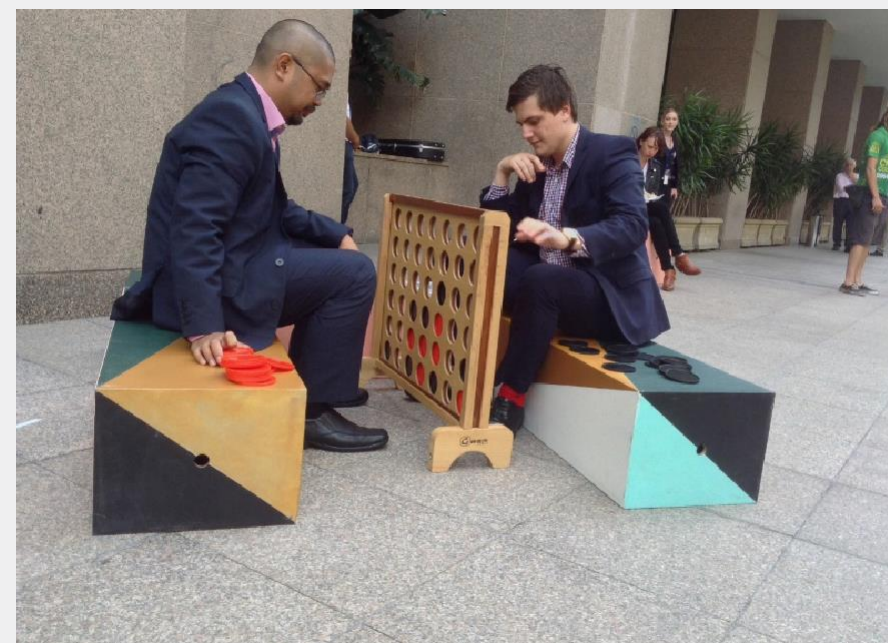
The berm, which runs from Muhammad Ali to Broadway along the western edge of 9th Street, should be leveled and made into a community asset. Prioritize activating the section between Ali and Chestnut where there is concentrated activity today. Focus on playful elements which do not rely on heavy programming and coordinating. Instead, look to furnishing this space with linear play elements and places to relax: emphasizing comfortable microclimates (shade, lighting, protection from traffic noise). It will be essential to include adjacent residents and community leaders in the process early and often to help co-create, and to identify a partnering organization with stewardship capacity.



Work to grade and level the length of the berm, while prioritizing the section nearest Muhammad Ali Blvd (in dark blue) for activation.



Play along the way. Rely less on heavy programming, but rather set the table for residents to plug in and play, relax. KaBOOM's Play Everywhere Challenge provides a strong template to for low cost, high impact linear play in "en route" public spaces (such as bus stops, sidewalks, etc).



Early Activation: Small Steps Towards Big Change

With new residential development coming to 9th Street, the corridor is primed to begin testing a series of low-cost, high-impact pilot projects that can be experienced, measured, evaluated, and refined by the City, residents, and local partners and champions.

Improving pedestrian safety is the first step — clear crossings, generous signal timing for people, and bump-outs to shorten walking distances.

Next, leveling and replacing the berm with a linear park space will invite stakeholders and users to see, test, and experience 9th Street in new ways. Helping to redefine the street not just as an efficient traffic corridor, but a viable neighborhood place for people to spend time and connect.

Finally, by making people a part of the pilot project process early and often, Louisville can start to build excitement and local ownership around these improvements, creating a case for longer-term interventions.



Client Team

Louisville Metro Planning



Project Team

Gehl is a people first design consultancy. We work with clients to create mutually beneficial relationships between people’s quality of life and their built environment.

We are Urban Planners, Designers, Architects, Landscape Architects, Sociologists, and Real Estate Professionals.

Gehl

In Partnership with

EHI, HDR, and Neel Schaffer

